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BRITAIN'S REPLY.

STRONG PROTEST OVER WANHSIEN.

FREE ACTION ALTERNATIVE.

A Peking message of the 12th inst. states:—In reply to the protest filed with the British Legation by the Wanchiaoou in connection with the recent Wanchien incident, the British Minister has lodged a vigorous protest with the Chinese Government, refuting China's protest and reserving the right to claim damages.

The protest states also that if the Chinese Government has no power to restrain the violence of Chinese troops, Britain will have no alternative but to take a free action.

SHANGHAI CONCERN.

Sun Chuan-fang has been an interesting person to study in the past. He will become an object of more critical attention in the coming days, says the *Shanghai Times*. He has enjoyed a great measure of public confidence and respect, but his recent action has created doubt in the wisdom of his strategy and hesitation in his dubious policy. We must wait to see the outcome of his methods without coming to a judgement that they are too crafty. In any case his future attitude towards the government of Shanghai and how much licence is to be given agitators is a matter of deep concern to the Shanghai Settlements. If there is a tacit agreement between Sun and Chiang, concessions must have been made on either side, and more latitude will be given to the Communistic propaganda. But so far as these Settlements are concerned the authorities will, without doubt, be able to keep order and peace.

SUN AT KIUKIANG.

Official information has been received that General Sun Chuan-fang left Nanking last Saturday for Kiukiang, Kiangsi, where he will direct the movement of his troops. A large army has already been stationed there, and it is thought that a battle will soon be staged. A general offensive is now being arranged against the Canton force in Wu-Han, with most of Wu's troops along the Peking-Hankow Railway, so that when Sun Chuan-fang sends his second detachment to Siueh, the enemy force will be attacked on two sides.

At the present moment it is reported in the vernacular papers that Wu is in Sinyanohow, Houan where the main portion of the Northern army is stationed, making inspections and preparing ammunition and food supply for the next advance. It is said he will make his headquarters in Shaokan, Hupeh, which is about 100 li from Hankow.

PLEA FOR HELP.

Another report in the Chinese Press states that that portion of the Northern army which effected such a successful capture of Nankow, has been summoned by Wu Pei-fu to Hupeh. Wu is also said to have cabled to General Hsu Si-huan to despatch 30,000 soldiers to Shaokan within three days. These two reinforcement forces are on their way to Hupeh, where they will once more show their loyalty to the Chihli chief.

Marshall Chang Tso-lin is also much concerned with the immediate warfare, and is said to have despatched 10,000 soldiers to Hupeh, 5,000 being from Mukden, and the others from Shantung. Because of his attending on military movements he is said to have declined the offer from Premier Tu to reorganize the cabinet in Peking. In an official communique to Premier Tu, who seeks to tender his resignation, Chang Tso-lin is said to have outlined his plan of reorganizing the cabinet by calling a conference to which representatives from every province (Continued on Page 9).

LIGHT AEROPLANE CONTESTS.

FOR THE "DAILY MAIL" PRIZES.

ARMY SUCCESES.

Rugby, Sept. 17.
The final stage of the interesting competition for light aeroplanes, which has been proceeding during this week, was completed to-day. After previous vigorous elimination trials, nine machines took part in the competition.

There were \$5,000 offered in prizes by the *Daily Mail* the first prize being \$3,000.

The aim of the competition was to produce two-seater, dual-control light aeroplanes, reliable, simple and economical, which can be housed in small sheds, and which are capable of being maintained and flown by private owners in the same way as motor cars. Different courses across country were set for each day. Economy in fuel consumption was taken into consideration in awarding the prizes.

The first prize was won by Flight-Lieutenant Bulman, who covered a total of 1,994 miles in 30 hours, 41 minutes, 15 seconds flying time, or an average speed of 65 miles per hour. Bulman's machine was a Hawker Cygnet. He gained most points in respect of load carried for the lowest fuel consumption.

Flight-Lieutenant Chick won the second prize of £1,500 on a Royal Air Force Cygnet, and Mr. Uwins, on a Bristol Brownie, won the third prize of £500.—*British Wireless*.

STOLEN CHEQUE BOOK.

UNION INSURANCE EMPLOYEE GAOLED.

Stated to belong to a Chinese family which has lived in Australia, Jack Chang, an employee of the Union Insurance Society of Canton, was to-day charged before Mr. R. E. Lindsell, at the Central Police Court, with the theft of one of the Company's cheque books.

The accused pleaded that he picked up the cheque book from the floor of the office, and kept it.

Detective Sub-Inspector Fallon said the cheque book was one which Mr. Sommerfeldt, of the Union Insurance Society, had just received from the Mercantile Bank and kept in a drawer of his desk. It was missed later, and the Mercantile Bank was informed of the loss.

A development followed when two cheques from the missing book were shown at the Bank by a Chinese, who, on being questioned, said that he received them from a younger brother, who in his turn said he received it from the accused.

The younger brother also said that the accused came to him and obtained from him a loan of \$25 on the strength of the cheques, one of which was made out for an amount of \$50. He had believed these to be perfectly genuine and had no reason to doubt the accused when the latter said that he was in immediate need of money and it was past banking hours.

Several other cheques from the same book were also discovered on the accused when he was arrested. These were all made out for various small amounts, a fictitious European name being used as a signature.

Replying to a question from the Magistrate, Sub-Inspector Fallon further said that the accused had been employed for two months at the Union Insurance office. Nothing was known about him except that he had lived with his family in Australia.

Accused, in his statement, said that he had stayed in Hongkong for five years.

The Magistrate—Why disgrace your family like this?
There was no reply, and the accused was sentenced to three months' imprisonment with hard labour.

COAL PARLEY.

SEEKING TEMPORARY FORMULA.

ARBITRATION SUGGESTED.

London, Sept. 17.

Mr. Stanley Baldwin saw separately Mr. Evans Williams and Mr. A. J. Cook in order to ascertain the prospects of holding a three-party conference.

Mr. Baldwin is seeking a temporary basis on which work could be resumed while a permanent settlement was being discussed, and efforts are being made to produce a formula combining District settlements with some form of national agreement, a definite guarantee to be given as to the time in which the formula, which will presumably include some kind of national ratification of district agreements, will be framed.—*Reuter*.

LEGISLATION OFFERED.

Later.
The Government has offered to pass legislation establishing a national arbitration tribunal as soon as there has been a general resumption of work through district agreements unless a national agreement is concluded before.

MR. COOK'S LATEST.

Mr. Cook, in a speech at Greenwich, referring to the miners' visit to Downing Street, declared that they were no nearer a coal settlement now than on the first day of the dispute unless there was national negotiation and a national agreement.—*Reuter*.

THE PREMIER'S OFFER.

Rugby, Sept. 17.
After seeing Mr. Evans Williams, the President of the Coalowners' Association this morning, the Premier received the four miners' leaders, Messrs. Herbert Smith, Cook, Richardson and Richards. They arrived at eleven o'clock and lunched with the Premier and did not leave Downing Street until nearly seven o'clock this evening.

At the close of the proceedings the Premier handed to the miners' representatives the following letter:—"On the 3rd of September you wrote to us that you desired a conference with the coalowners in the presence of representatives of the Government in order to seek a settlement of the present dispute and you stated that you were prepared to enter into discussion on the basis of a 'reduction in labour costs to meet the immediate needs of the industry.' After full consideration, we decided that this offer constituted a basis sufficient to enable us to approach the Coalowners' Association and to invite them to attend such a conference as you desired. But the Coalowners' Association have now declined, in a most emphatic manner, to enter into any discussion with your Federation on the subject of hours and wages or to make a national agreement with them. It is evidently not within the power of the Government to bring about a settlement. However, the Coalowners' Association have declared that the coalowners in all districts are willing to observe the main principles that a national agreement would be designed to secure. A satisfactory settlement should combine the district arrangement with national supervision. If the miners are at length ready to face the economic facts of the industry and to re-start work on provisional district settlements, the Government are prepared to secure by legislation that these principles are properly applied by means of a National Appeal Tribunal. We, therefore, place before you a broad outline in the enclosed memorandum of what we are prepared to do and the limits within which we find ourselves able to act. If your members are prepared to resume work on the basis of district settlements, subject to the security afforded by these conditions and when work has been generally (Continued on Page 16).

WAR ACTIVITY AT SWATOW.

"REDS" PREPARING FOR BATTLE.

GEN. CHANG'S ORDER.

A report from Swatow states that the police are conducting a rigorous search of hotels, inns and houses suspected of harbouring secret emissaries of the "anti-Reds." Many arrests have been made and those who are found to have concrete evidence of "anti-Red" activity are summarily shot, others being confined pending further investigations.

The defence of Swatow from attack by sea is completed. Mines have been laid all along the coast near the entrance to the harbour, and heavy guns have been mounted at Ma-u. Furthermore, preparations for launching an expedition well into Fukien have been made. The Farmers' Association has undertaken to furnish information with regard to the enemy's movements, and the Strike Union entrusted with transport duties.

The Fukien Peoples' Army has despatched cadets to Chaochow to go through a course of training, whilst every district in the Chao Moy circuit has organised Territorial Guards for defence. A fleet of junks has been commandeered to transport the troops, munitions and military supplies.

General Ho Ying-yun is said to have received urgent telegrams from General Chang Kai-shek to take the field without further delay.

OBREGON FEARED KILLED.

YAGUI INDIANS GIVING TROUBLE.

Mexico City, Sept. 17.

Nothing has been heard of General Obregon, the ex-President, since he was reported to be on the train held up on Wednesday by Yaqui Indians. It is now rumoured that Obregon was killed, but the Government has merely issued the statement that troops are rushing to the state of Sonora, instructed to exterminate the Yaquis unless they surrender.—*Reuter's American Service*.

MR. MELLON RETURNS.

DECLINES TO SAY MUCH.

New York, Sept. 17.

Mr. Andrew Mellon has arrived and has declared that he had not discussed matters of national or international importance while on the Continent. He declined to make any statement on Europe's financial and economic position. He described Signor Mussolini as a most interesting man who seems to have things in hand.—*Reuter's American Service*.

MEXICAN BANDITS.

STRICT SEARCH URGED.

Washington, Sept. 17.

Mr. Kellogg has instructed the United States Charge d'Affaires at Mexico City to urge the Mexican Government to leave no stone unturned to apprehend and punish the murderers of Mr. Jacob Rosenthal.—*Reuter*.

LEAGUE BUDGET.

LIMITING THE EXPENDITURE.

Geneva, Sept. 17.

The Budget Committee of the League Assembly has agreed to a resolution by Sir P. S. S. Ayyar (India) in favour of keeping a maximum limit to expenditure in view of the future.—*Reuter*.

HANKOW'S FALL.

ENTRY OF THE "RED" TROOPS.

OFFICIALS SWEEPED OUT.

Northern reports of the fall of Hankow state that a section of the Army, under General Tang Sen-chi, commanded by Liu Hsin, arrived in Hankow and proceeded to the Tachimen Railway Station. They have marched on foot through half the province of Hunan and half the province of Hupeh, from Changsha to Hankow. Among their ranks were hundreds of Whampoa Cadets, who have come on foot to Hankow all the way from Canton, fighting their way through to this city.

They were tired and burned black by the sun; their uniforms, or what is left of them are ragged and in tatters. The soldiers wore the regulation grey army uniform which we are accustomed to see here, but in addition a red, white and blue band about their collars, the colours of the Nationalist Flag. The Whampoa Cadets wore green or blue uniforms and good-looking caps with peaks.

SMILING TROOPS.

They showed signs of the strain they had passed through, both cadets and soldiers, but on their faces was an expression we have never seen worn by a Chinese soldier in this country before. They smiled! And the people smiled with them. Thousands upon thousands of people lined the railway tracks from Shun Li Men to Tachimen Station, coolies, merchants, clerks, and men from every walk of life, says the *Hankow Herald*.

The Nationalist troops marched through the streets in single file. There was no other way on account of the gigantic crowds that pressed in from all sides. And for the first time in the many years that we have been in China, we heard cheers and handclapping on the arrival of victorious Chinese troops. The people shouted and cheered continuously as the soldiers made their way between them in a steady line.

The soldiers of the Nationalist Army which arrived here yesterday carried their own bundles and boxes of equipment, their own stretchers, and although they were pushed about and must have been annoyed by the great crush, tired as they were, they quietly kept on their way to the station. Occasionally a Cadet would step out of file somewhere along the line and purchase a package of cigarettes, or a piece of fruit, and pay for it in cash, handing out the amount asked without argument or question. Perhaps it was done for effect—perhaps not! Perhaps this is a theatrical stunt which will not be kept up—perhaps it is genuine. Only time can tell.

A CLEAN SWEEP.

On their entry to Hankow, the Southerners made a clean sweep of all official positions, appointing Cantonese to the posts, releasing all prisoners detained by order of Marshal Wu Pei-fu and even confiscating the property of Wu and his officers.

With the passing of Hankow into the hands of the Southern forces, an interesting change in local conditions was observed, states a report in the *Hankow Herald*. On the streets in both the Concessions and the Native City not a single Northern soldier could be seen with the exception of Garrison Commander Tu Shih-chun and Gen. Liu Tso-lung's Southern army. The city was remarkably quiet, all military headquarters including Ja Kia Tun had been evacuated and were guarded by local Garrison troops pending the arrival of the Kwangtung forces.

MISCHIEF-MAKERS WARNED.

Gen. Liu Tso-lung's troops, formerly known as the Hupeh 2nd Division, are now under the Kuomintang banner, having been ordered to discover a substitute for sleep, to discover a substitute for sleep, to discover a substitute for sleep. Kowloon has had one for years. (Continued on Page 16.)

Bulls and Innerers

From the Office Butts.

Hongkong's well-known cricketer has been busy at the nets this week. We have been unable to ascertain, however, whether the nets are of the hair or fishing variety.

Suzanne Fengsen.

Two two Peak residents discovered at 5 o'clock the other morning, respectively disguised as a Mexican and a "Big Noise," might at least have offered a cup of tea to the Hotel residents whom they aroused from slumber.

Judging from some of the Home newspapers, there is nothing to beat a good wife, excepting a bad husband.

A Manchester motorist recently ran over two policemen. Laying down the law with a vengeance!

Says the *Daily Chronicle*: "The collection for Jack Hobbs's Benefit realised just over £31,38, 1d." The balance was perhaps made up of ten francs and a shirt button.

It is unofficially reported that General Yang Sen went so fast from Wanchien that all to be seen was a yellow streak.

H.M.S. Bee slewed a gun towards shore, but the Southern gunners had already beaten the starter.

The problem of American women tennis players, when Suzanne arrives, will be whether to adopt a snobbish attitude, or go out and take their beating in a quiet, unobtrusive manner.

Certain residents in the Colony declare they saw a meteor earlier in the week. This indicates one of two things, neither of which is important enough to mention here.

A man in America played the piano continuously for 52 hours. He was allowed to live because he did not include "Valencia" in his repertoire.

What with bagpipes, Mexicans and gongs, there's likely to be Mexications on the Peak before very long.

We notice that a pair of small car will drive the broker's spectacles has been found at Repulse Bay. The sport becomes popular, we few recently, but in most cases stituted for "roads" in the case of the "three piece" type.

"A curious hole in one Club," says a *Morning Post* heading. It is not true, however, that it refers to a secret chamber in a local golfer's club, which releases a new ball whenever one is lost.

There is no truth in the rumour that the new bridge across the track at the top Peak tram station, is to be known as the "Bridge of Size."

Now that the summer is nearly finished, we suppose the Dry-Cleaning and Dyeing Company will be busy transforming bathing costumes into evening dresses.

The first time a man kisses a girl she is surprised; the second time, she's usually waiting.

A Devonshire man has discovered how to find a needle in a haystack. He sat on the haystack.

These tennis players who are turning professionals are obviously after net cash.

U. S. Democrats still adhere to the donkey as their political emblem. Suppose they're after a stable government.

The fact that Ludendorff is to wed again shows that he's too much of a soldier to keep long out of a fight.

A chemist is said to be trying to discover a substitute for sleep, to discover a substitute for sleep, to discover a substitute for sleep. Kowloon has had one for years. (Continued on Page 16.)



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KOWLOON CRICKET CLUB.

YEAR'S ACCOUNTS SEVERELY CRITICISED.

The annual meeting of the members of the Kowloon Cricket Club was held yesterday evening at the club house. The president, Mr. R. E. Lindsell, was in the chair, and also present were the vice-president, Mr. E. Abraham, and Mr. J. C. Lyle, Mr. S. E. Green and Mr. F. G. Herridge, together with other members of committee.

The chairman, in his review of the activities of the past year, addressed the meeting as follows: Despite the difficulties of hard times I think we may congratulate ourselves on another very successful Club year.

At cricket our teams played a large number of most enjoyable matches and in the 1st. League our 1st. XI ought to have finished in the 2nd. place but for a most unfortunate lapse in their last match.

In this connection, I should like to say one word about practising. No game, whether it be cricket, bowls, or tennis, can be played consistently well without constant practice, and I desire to make an earnest appeal to all players to make a point in the coming season of getting some practice during the week. But for faulty fielding our place in the League would have been higher. I am glad to say that several new members showing considerable promise have joined us during the year and our prospects for the coming season are very bright.

As regards Bowls, we can congratulate ourselves on now having about the best green in the Colony and our team on having tied with East Point for 1st place in the 2nd. League and I trust that they will secure the championship in the play-off to-morrow. We wish them luck (applause).

At tennis, our 1st. team did very well in losing two matches only in the 1st. League and the annual tournament attracted an excellent entry. There was, however, unnecessary delay in playing off ties and this has unduly prolonged the tournament.

Membership.

With regard to membership, the numbers on the report might be taken at first glance, as indicating a considerable decrease but the list has been carefully shroffed and a number of members of whom nothing had been heard for a number of years have been crossed off. The list before you to-day represents more accurately than at any time before the actual membership of the Club.

So far as the Club house is concerned we all of course realise that it is not large enough for our needs but I am afraid I can hold out no hope of our getting anything very much better for some years to come. Several months ago I interviewed the Colonial Secretary on the subject of the tenure of our ground and learned from him that while so far as could be foreseen we should probably be left in undisturbed occupation for another five years, so soon as prosperity returns to the Colony the Military Lands question will come up again and that the settlement of that question would involve our departure to fresh fields and pastures new. Hence it would be obvious folly to think of building a \$50,000 or \$60,000 club house, on any site on this ground which we might have to vacate without compensation in five years time.

I might add however that a scheme of building a new ten-

(Continued on Page 10.)

YANGTZE SITUATION.

DOUBTFUL REPORT.

Shanghai, Sept. 17. The China Inland Mission here is doubtful as to the validity of the Reuter report from Hankow saying the Wanshan military have seized the mission quarters and are holding three British missionaries as prisoners. The Mission is refusing to disclose the names of the three stationed at Wanshan because a Wanshan message of August 25 reported that everyone was safe. —Our Own Correspondent.

French Gunboat Involved.

Shanghai, Sept. 17. A Southern battery near Hankow fired on the French gunboat Valmy on September 14, and the Valmy returned the fire with its seventy-fives.

Yang Sen Truculent.

A Japanese news agency wires from Peking that General Yang Sen has informed the Chinese Foreign Ministry that his troops and the people of Szechuan are resolved to fight to the last ditch if a second expedition be sent to Wanshan. He is now preparing against the expedition. —Reuter.

Feng's Remnants Surrender.

Peking, Sept. 17. The vernacular paper Huang Pao reports that the Shansi Governor, Yen Hsi-shan, has accepted the surrender of three divisions and two brigades of Feng Yushiang's former army. —Reuter.

SHIP'S OFFICER ATTACKED.

SAVED BY PASSENGERS' INTERVENTION.

(Our Own Correspondent.)

Singapore, Sept. 17. The Hylam boys of the K. P. M. steamer Plancius attempted to attack the second officer, but some of the passengers intervened. The officer was uninjured.

WINNING GOOD-WILL.

is largely a matter of personality, and personality is made up of mental and physical characteristics. You cannot be either physically or mentally at your best unless the internal machinery is in regular working order, and to ensure this regularity there is nothing better than an occasional dose of Pinkettes, the dainty little liver and intestinal regulators.

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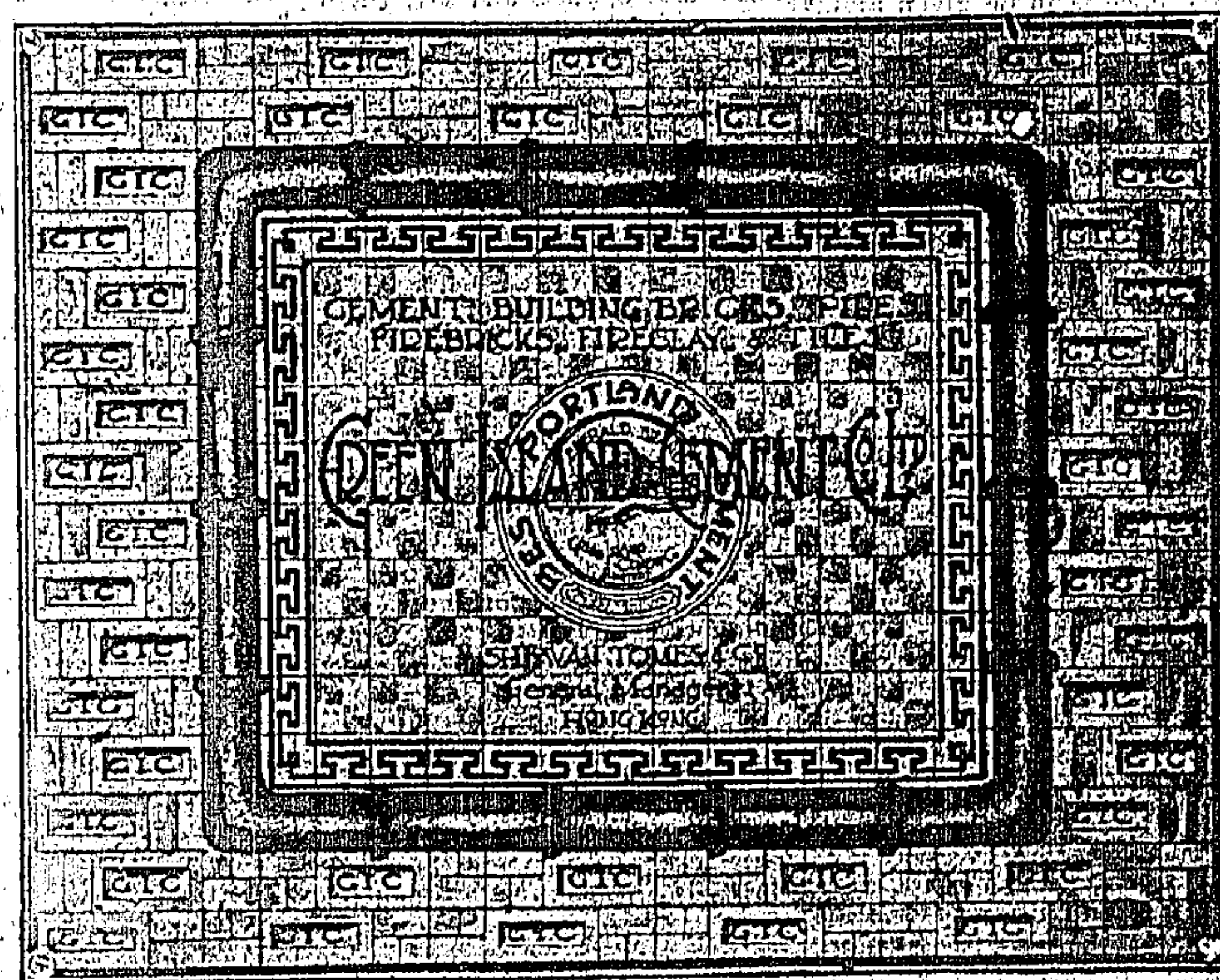
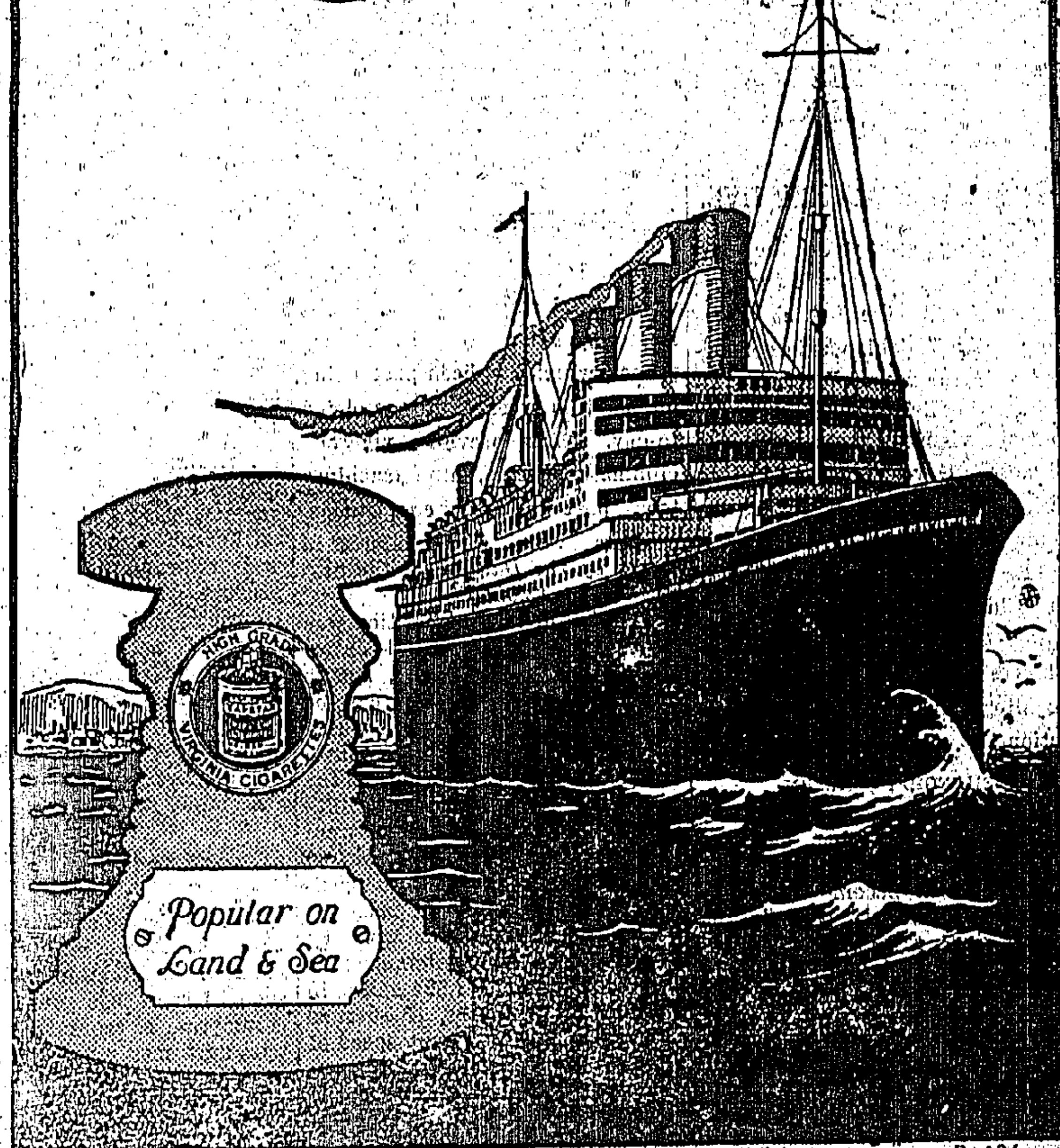


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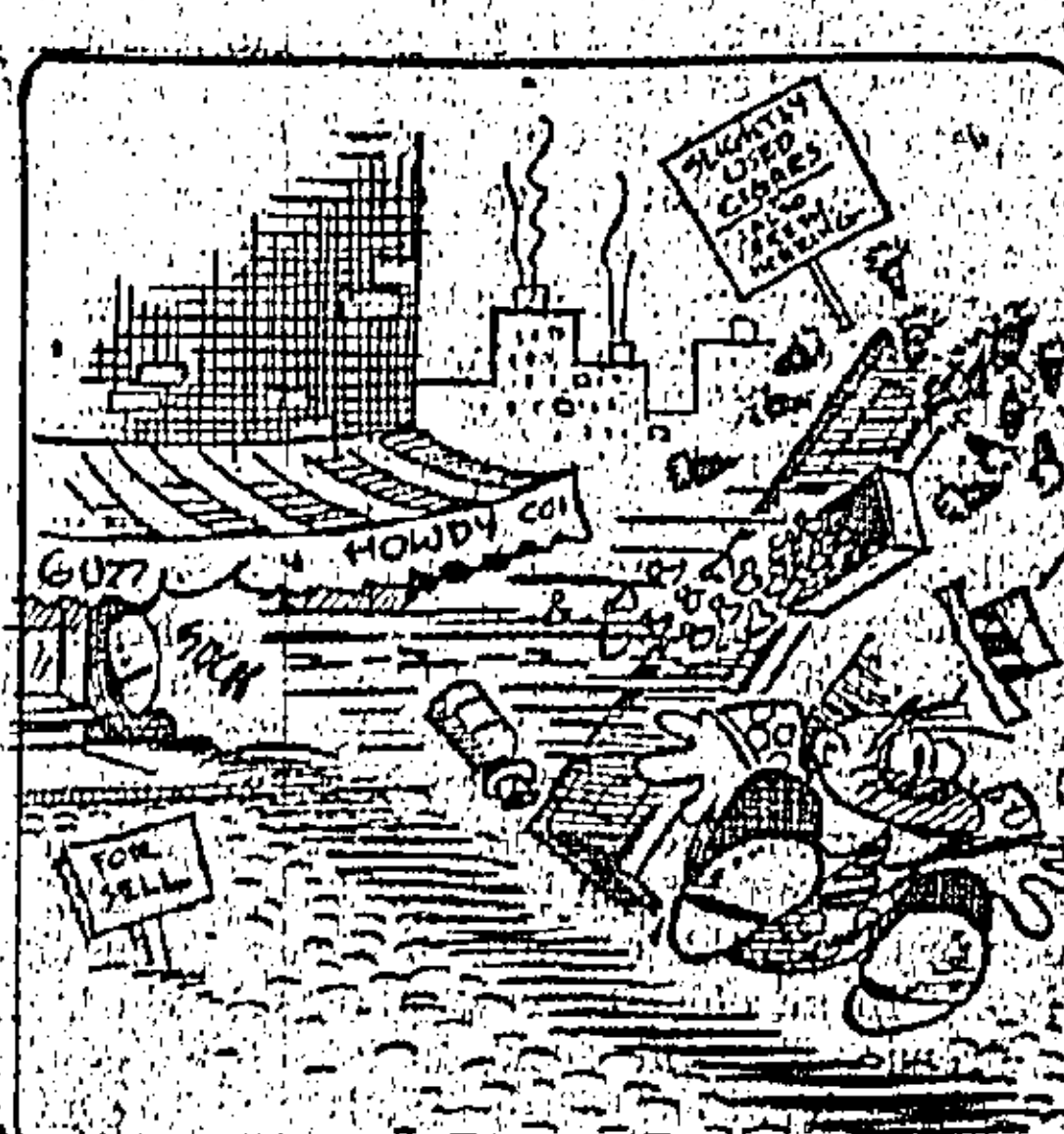
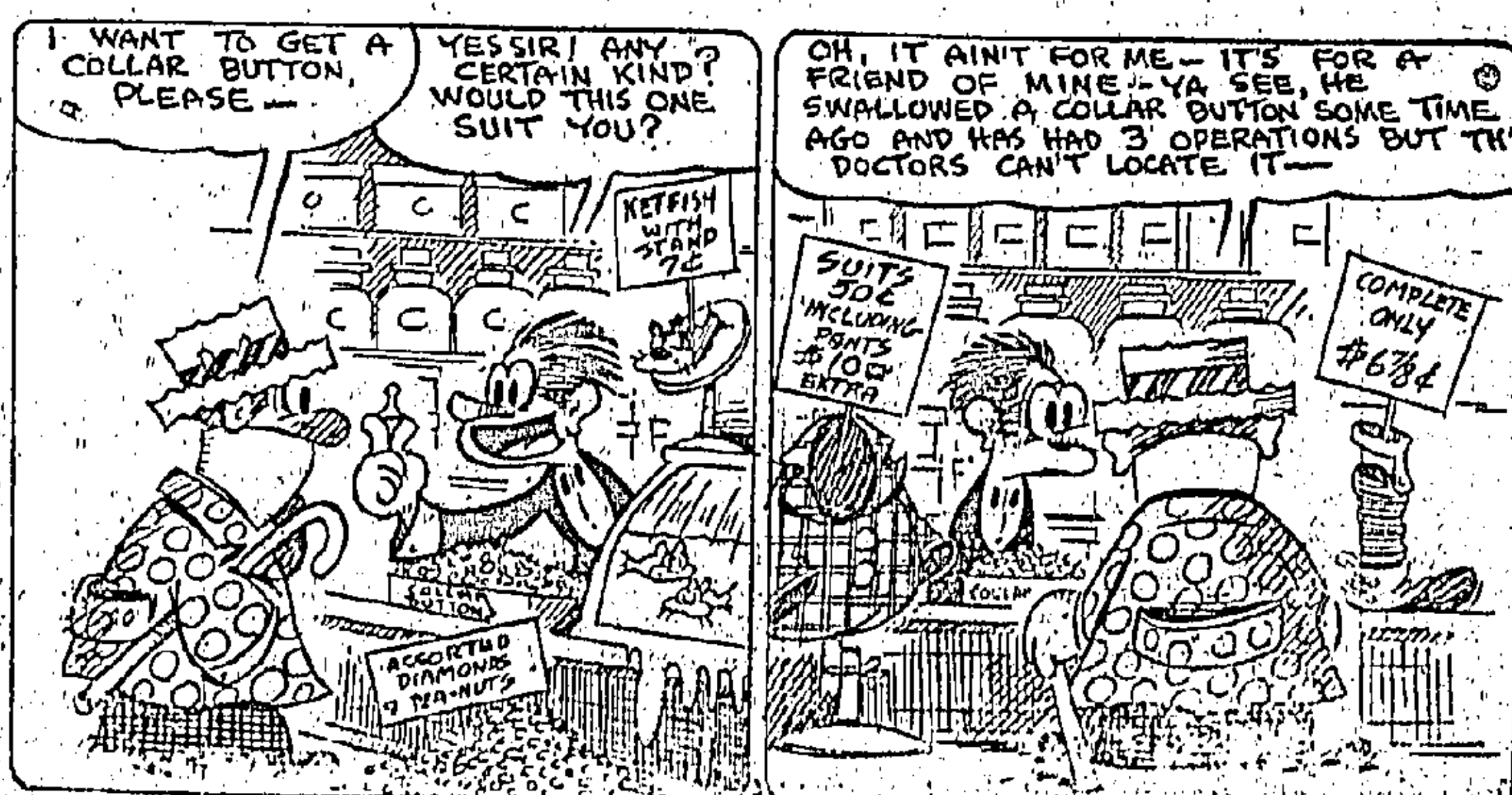
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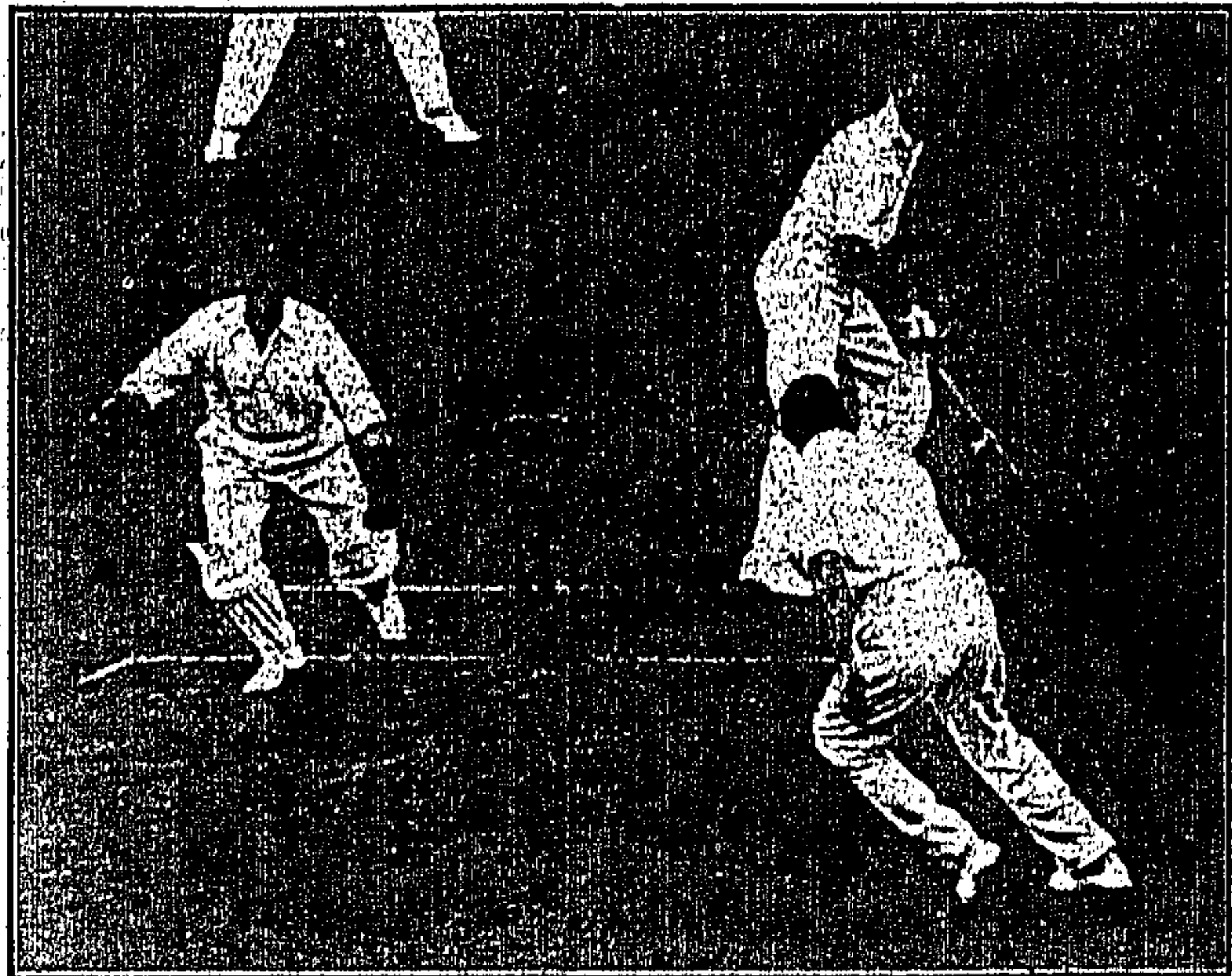


SALESMAN SAM



By Swan

FINAL TEST MATCH SCENES.



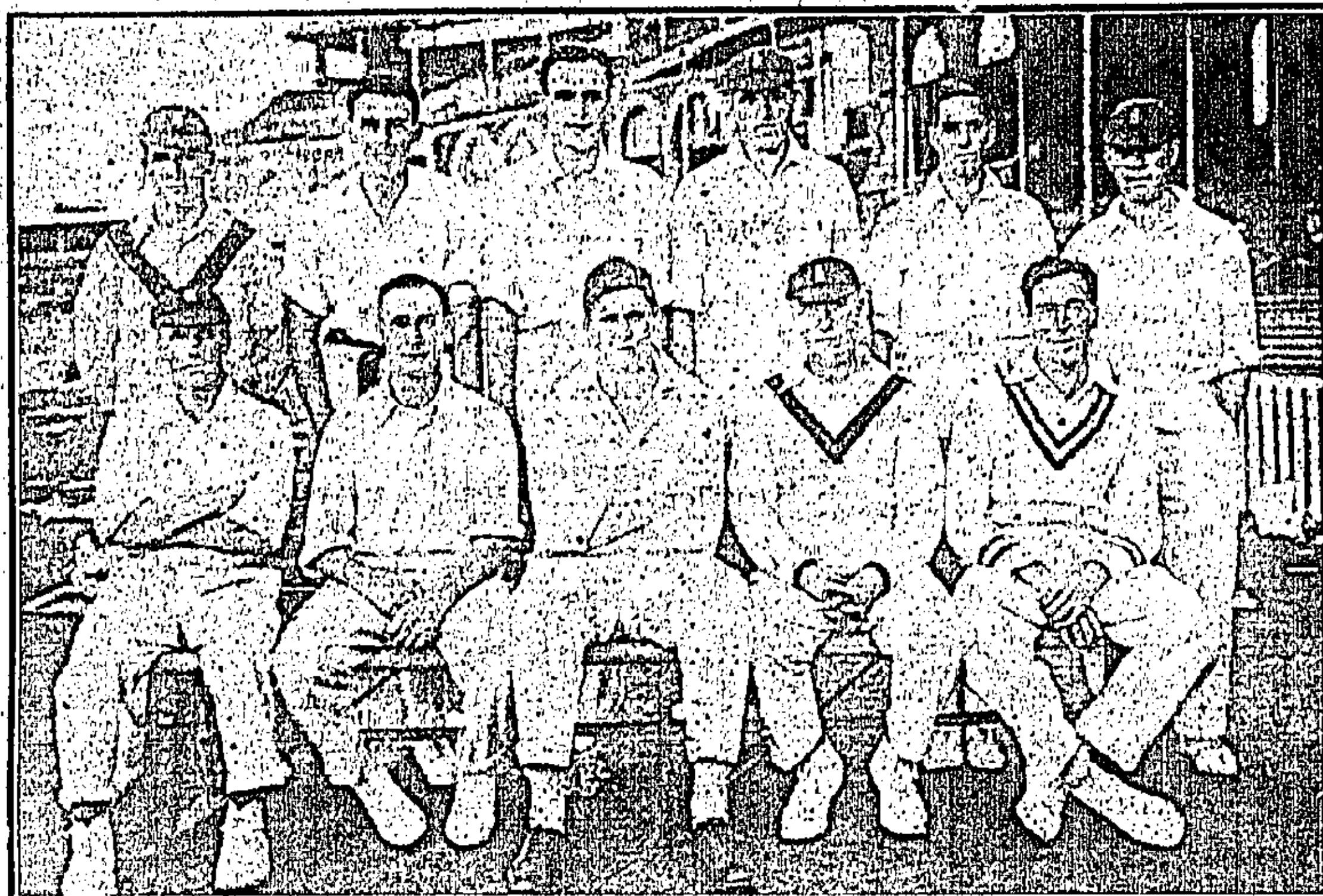
Sutcliffe, one of the heroes of the great match, gets one past Oldfield and Gregory.



Ponsford losing his wicket to a brilliant catch by Larwood off Rhodes's bowling after making 12.



Hobbs bowled by Gregory after completing his century without having added to it.



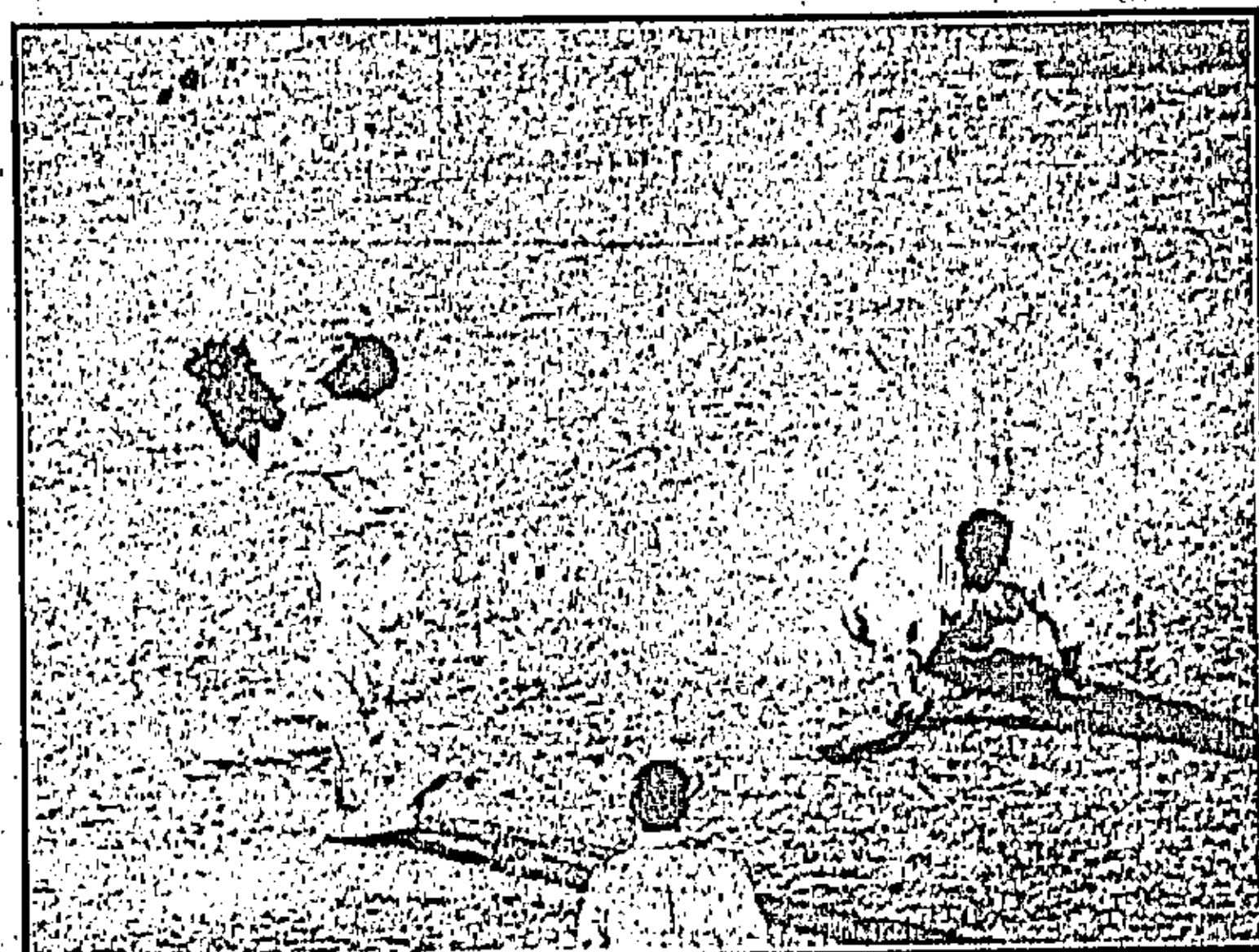
The winners, photographed at the Oval after their win. Left to right:—Standing: Larwood, Tate, Mr. C. T. S. Stevens, Gears, Sutcliffe and Hendren. Seated: Strudwick, Hobbs, Mr. A. P. F. Chapman (captain), Rhodes and Woolley.



Here Hobbs and Sutcliffe are seen stopping to take a drink. They had earned it well.



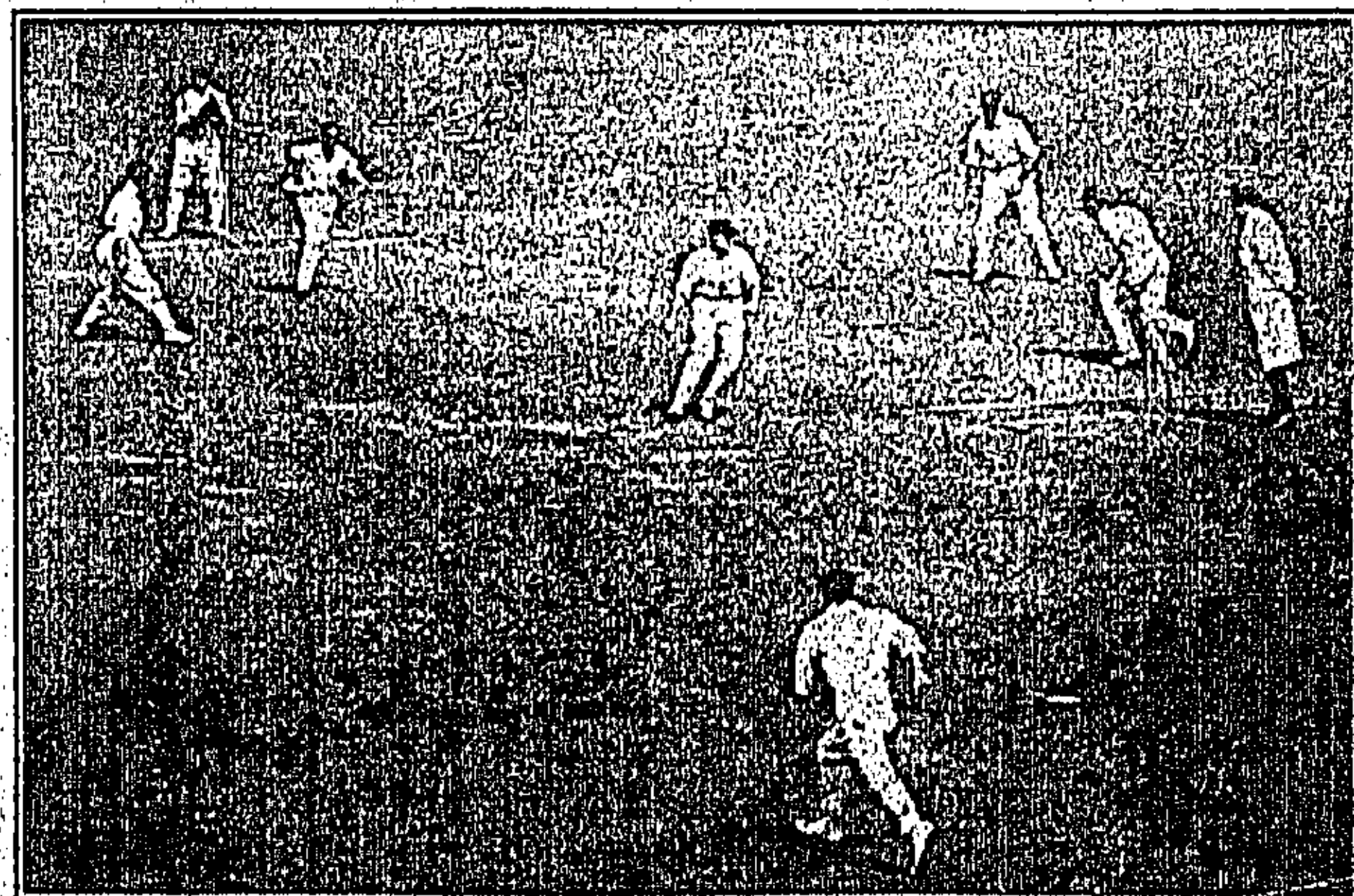
Chapman, the England Captain, bowled by Richardson. He had scored 19 runs.



Ponsford attempts a short run for Australia (first innings), but is finely stumped by Strudwick, who is seen throwing the ball in the air with glee.



Collins, the Australian Captain, congratulating Hobbs when he completed his century which proved to be his total.



Hobbs and Sutcliffe running during their wonderful partnership.



Malloy leading Hobbs in the players' rush to the pavilion to avoid being mobbed, and one of the policemen who ran to protect them. Hobbs was captured by the crowd, but escaped intact.



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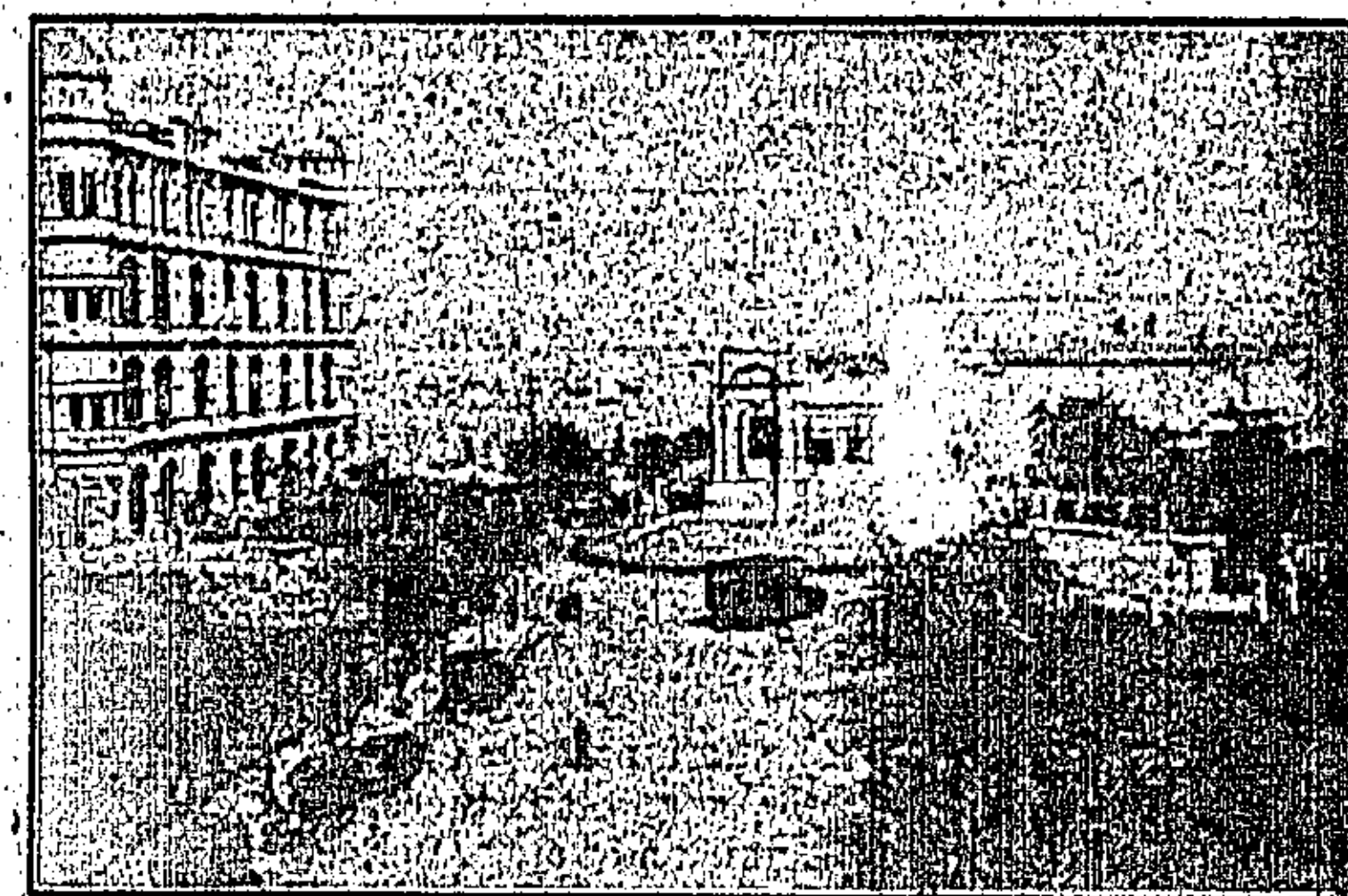
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SPECIAL CLASSES FOR CHILDREN.

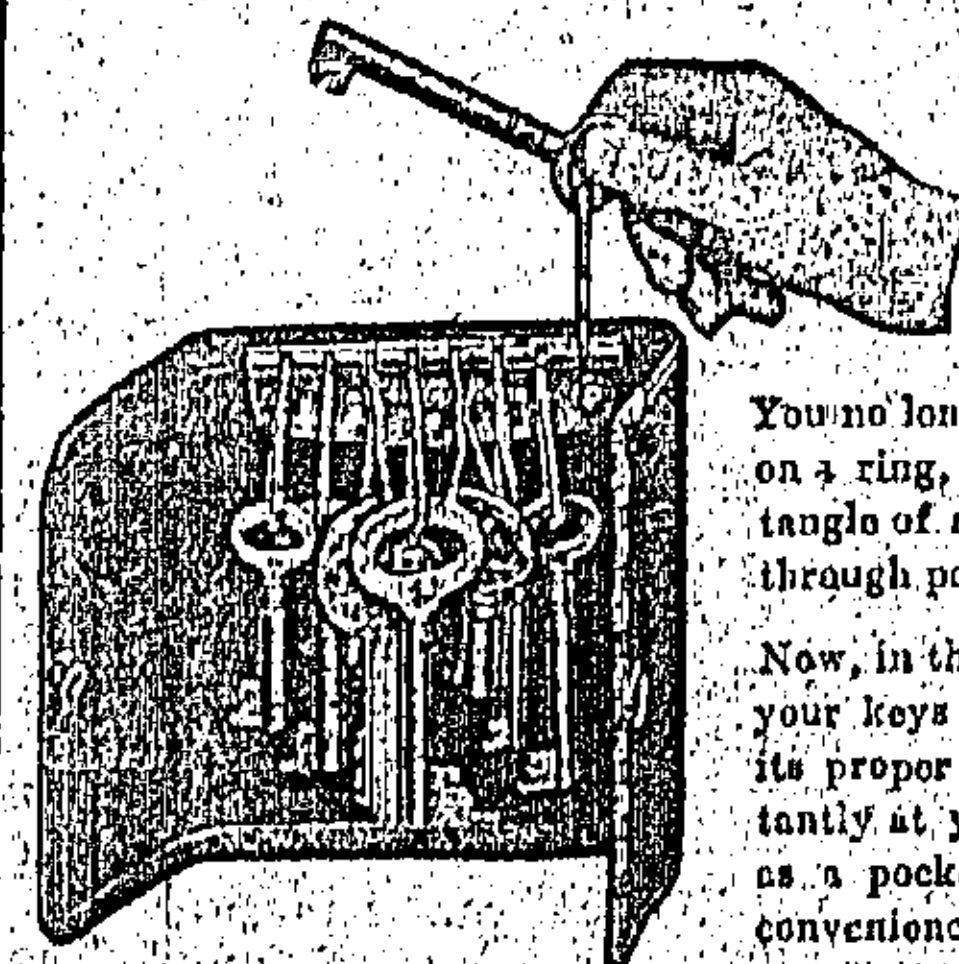
At No. 506, Nathan Road, Kowloon.

WHITEAWAY'S

JUST RECEIVED

NEW CONSIGNMENT OF KEY-TAINERS

THE
NEW WAY
OF
CARRYING KEYS



You no longer have to carry your keys on a ring, in a bulky, uncomfortable tangle of sharp steel points that tear through pockets and hanging linings. Now, in this slim case of fine leather, your keys can be filed away, each on its proper swivel hook, each one instantly at your finger tips as compact as a pocket memorandum, as real a convenience as your note case.

Prices:—\$2.50 to \$6.50

CALL AND INSPECT

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection—
1392, 1349, 1397, 1441, 1444,
1456, 1462, 1453, 1512, 1516,
526, 32, 38, 72, 74, 79, 80

SPANISH LANGUAGE TUITION.

PROFICIENCY guaranteed in six months. Madrid University Professor. Individual tuition in Hongkong \$15.00. Collective classes \$12.00 monthly. Kowloon Night School individual classes \$12.00, collectively \$10.00 monthly. Chinese collective classes only \$8.00 monthly. Apply Post Office Box No. 635.

MISCELLANEOUS.

NUMEROLOGY.—THE NEW AND SCIENTIFIC WAY OF FORECASTING THE FUTURE and knowing your luck. The accuracy of the readings will astonish you. Send full name and birth-date together with five dollars to MADAME HELEN PIPER the WORLD-FAMOUS PSYCHIC and receive by return mail a complete life's NUMEROSCOPE. 9, Avenue Road, Shanghai.

SITUATIONS WANTED.

EUROPEAN LADY willing to give services as Companion, or assist with children, in return for passage to England. Apply Box No. 49, care of "Hongkong Telegraph."

FOR SALE.

FOR SALE.—Pianoforte overstrung upright iron grand by Hanks, Germany, good tone and touch in good condition. Price \$250. Box No. 67, care of "Hongkong Telegraph."

FOR SALE.—Dorothy Ross, has received a new consignment of Ladies Day and Evening Dresses, Jumper Suits and Hats from Paris and London. All Cotton Dresses Greatly Reduced. Glenaly Hotel (near Dairy Farm).

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—A three roomed European FLAT on top floor of No. 14, Conduit Road. Apply to H. M. H. Nemazea.

TO LET.—GROUND FLOOR Offices, near Kowloon ferry. Apply to Box No. 47, care of "Hongkong Telegraph."

TO LET.—One FLAT with bath-room kitchen and servant's quarter electric light and bell. Apply 38, Wyndham Street, first floor.

BUNGALOWS, REPULSE BAY. TO BE LET. For particulars and order to view, please. Apply to Hongkong Realty and Trust Co., Ltd., Exchange Building, Des Voeux Road Central, Hongkong.

PRIVATE HOTEL, 46, Nathan Road, Kowloon (near Ferry). Rooms with all modern conveniences. Temporary Guests. Full Board \$3.5 Daily Permanent Guests \$100-150 monthly. Apply Direct, Tel. K.89.

TO LET.—Ground floor of No. 15 and First floor of No. 16, Connaught Road Central (next to P. & O. Building). Suitable for offices, immediate possession. For terms. Apply to S. K. Trust Limited, 29, Connaught Road C. Phone C.144.

AVAILABLE midlevel. Beautifully furnished bachelor's bedroom leading into modern bathroom, flush, shower, hot and cold water etc. Also verandah with splendid views. With breakfast \$110. breakfast and dinner \$140. Tel. C.4630 Small Investors Share & Real Estate Co.

NEW ADVERTISEMENTS.

NOTICE.

GULA-KALUMPONG RUBBER ESTATES, LTD.

Notice is hereby given that the Share Register of the above Company will be closed from 24th September to 1st October, 1926, both days inclusive.

LOWE, BINGHAM AND MATTHEWS,
Colonial Secretaries.
Hongkong, 17th September, 1926.

NOTICE.

Shareholders are hereby reminded that the 29th Ordinary General Meeting which was held on July 22nd, 1926, and adjourned, will be held at the Registered Office of the Company on WEDNESDAY, SEPTEMBER 22nd, 1926, at 11.30 o'clock a.m.

For CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.,
SHEWAN, TOMES & CO.,
General Managers.
Hong Kong, Sept. 20, 1926.

ST. ANDREWS SOCIETY.

The Annual Meeting of the above Society will be held at the Chamber of Commerce Room, City Hall, at 6 p.m. on Friday, September 24th.

R. V. SUTHERLAND,
Honorary Secretary.

HONGKONG JOCKEY CLUB.

Draft Programmes and Entry Forms for the Fourth Extra Race Meeting to be held on Saturday 9th October, 1926, (weather permitting) may be obtained at the Race Course, Causeway Bay Stables and Hongkong Club Annex.

Entries will close at 12 o'clock noon on Saturday, 25th September 1926.

NOTICE.

Ex "TAPING" from THURSDAY ISLAND.

J. L. S.

H.K. 7 BAGS BECHE DE MER.

Notice is hereby given that original countersigned bill of lading on Holt's Wharf, Kowloon, covering the above packages is lost or said to be so and it is therefore declared null and void. Delivery order is being issued.

P. & O. BANKING CORPORATION LIMITED.

NOTICE OF REMOVAL.

On and after Monday the 20th September, the business of the Hongkong Branch of the above Corporation will be transferred to Prince's Building, Chater Road (the premises until recently occupied by the Yokohama Specie Bank).

L. E. HOPKINS,
Manager.

HONGKONG CLUB.

NOTICE.

The Sixth Yearly Drawing of Twenty Debentures of the Hongkong Club (1926 issue—\$500 each) was held in the Club House on Tuesday, the 14th September, 1926, when the following Debentures were drawn for redemption:

5	348	435	682
49	368	474	689
65	380	524	703
225	384	561	743
300	425	671	753

and will be payable at the Hongkong and Shanghai Banking Corporation on Thursday, the 30th September, 1926, in exchange for surrender of same.

By Order,

T. A. ROBERTSON,
Lieut. Col., Secretary.

MOTOR CARS ETC.

FOR SALE.—One 14 h.p. 5 seater, Swift touring car. Apply A.D.C., Government House.

FOR SALE.—Sunbeam Landuletto, 1924 model, recently thoroughly overhauled in London. Inspection at Hongkong Hotel Garage. Apply Deacons.

NEW RALIEGHS, Triumphs, A.J.S., Indian and Douglas, second-hand Scouts, Triumphs, etc. Spare parts carried. Repairs a specialty. The Motor Cycle Exchange, Kowloon. Tel. K.655.

THEATRE ROYAL

Under the Distinguished Patronage of H.E. the Governor and Lady Clementi.

September 30th at 9.15 p.m.

An excellent and varied programme has been arranged in aid of the—

M. C. L.

Booking at Moutrie's
Tickets \$2, and \$1.
Soldiers & Sailors in uniform Half Price

HOCKEY.

All Club and Service Hockey Officials wishing to arrange fixtures for the coming season are asked to be present in the Lecture Room, Volunteer Headquarters at 5.45 p.m. on Monday 20th September.

HONGKONG HOCKEY CLUB.

T. P. Saunderson,
Hon. Secretary.

CHINESE CUSTOMS NOTIFICATION.

The offices and stations of the Chinese Maritime Customs for Kowloon and District will be closed to public business on the 21st September, 1926.

N. R. M. SHAW,
Acting Commissioner of Chinese Customs, Kowloon & District.

CHURCH SERVICES.

A CHANGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING

St. John's Cathedral, Hongkong.—Sept. 19, 1926. 16th Sunday after Trinity. Holy Communion (8 a.m.) Children's Service (10 a.m.) Matins (10.30 a.m.) Ordination (11.30 a.m.) Evensong (6 p.m.) Preacher: Rev. C. I. Blanchett.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station; Sunday Service, at 11.15 a.m.; Subject: "Matter." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open: Tuesday and Friday 10 a.m. to 12 noon, Monday and Thursday 5 to 7 p.m. The Public is cordially invited to attend the Services and visit the Reading Room.

CONSIGNEE NOTICES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

Steamship

"D'ARTAGNAN"

Consignees of Cargo from Marseilles &c also cargo from La Pallice and Cognac ex s.s. "Pei-Ho" In connection above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being loaded and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co. Ltd. Ld. Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before 6.00 a.m. to-day requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday the 21st instant at Noon will be subject to rent and landing charges.

All claims be sent in to me on or before the Friday the 24 instant or they will not be recognized.

All damaged packages will be examined on Tuesday the 21st instant at 10.00 a.m. by Messrs.—Goddard and Douglas

No Fire Insurance has been effected.

J.L.MAGE,
Agent.

Hongkong, 15th September, 1926.

The Polish Senate has passed a resolution reiterating its view that the Constitutional Amendment Bill as passed by the Diet and promulgated by the President would, because of its ambiguity, give rise to conflicts between the Government and the Senate, and recommending that an arbitral tribunal should be set up for the settling of such conflicts.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY,

the 20th September, 1926, commencing at 2.45 p.m., at No. 1, The Albany.

A Large Quantity of Valuable Household Furniture,

comprising:

Teak Hatstand, Chesterfield Couch and Chairs, with Covers, Drawing Room Suite, Teak Stands, Marble and Bronze Statues, Brass Ornaments Clocks, Mantel Clocks, Curtains, Carpets, Rugs, Pictures, etc.

Teak Dining Table, Teak Sideboard, Dinner Waggon, Teak Class Cabinet, Dinner Set, Glass Ware, Teak Overmantel, Mirrors, etc. Brass Double Bedstead with Spiral Spring Mattress, Teak Wardrobe with Bevelled Mirror, Teak Dressing Table, Writing Desk, Teak Chest of Drawers Tables, Teak Marble Top Washstand, Toilet Sets, etc.

also

1 Grand Piano by "Bluthner."
1 Melnik Combination Safe.
1 Gas Stove.
1 Large "Size "White Frost" Refrigerator.

Catalogues will be issued.

On View from Sunday, the 20th September 1926.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY,

the 21st September, 1926, commencing at 9.30 a.m.,

at the Kowloon Naval Depot
Old and Surplus Victualling stores.

Comprising:—

Table Linen, Implements, Serge, Flannel, Remnants, Blankets Sundry Articles of Mess and Table Gear. Including Electro Plated Ware).

Clothing, Condensed Provisions for Poultry Feeding, etc.

Terms of Sale:—As detailed in Catalogue.

LAMMERT BROS.,

By Appointment Auctioneers to the Admiralty.

Hongkong September, 7, 1926.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on WEDNESDAY,

the 22nd September, 1926, commencing at 11 a.m.

at No. 530, Nathan Road, 1st Floor, Kowloon.

A Quantity of Valuable Household Furniture.

(Particulars as per Catalogue)

On View on Day of Sale.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

HUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS. IMPORTERS, EXPORTERS & GENERAL BROKERS.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

POST OFFICE NOTICE

NOTICE.

Wireless Service between Hongkong and Canton is resumed. At the request of the Director General of Posts, Peking, the 22 lbs. Parcel Post Service with China has been postponed until 1st October, 1926.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

With reference to the Regulation published in the Gazette of the 10th September, concerning the issue of receiving station licences under the Wireless Telegraphy Ordinance, 1926, it has been decided that the present arrangements will be allowed to continue until the 31st of December, 1926, and that receiving station licences will not be insisted upon until 1st January, 1927.

Applications for the grant of receiving station licences may be made to the Postmaster General on or after 1st November, 1926, and any licences issued between 1st November and 31st December, 1926, will take effect as from 1st January, 1927.

INWARD MAILS.

From	Per	Date
Shanghai	Langchow	September 18
Straits	Hongkong	September 19
Amoy	Tiawa	September 19
Straits	Kamo Maru	September 20
Shanghai	Kidderpore	September 20
Shanghai	Sunning	September 20
Japan	Tango Maru	September 21
Manila	Pres. Madison	September 24
Japan	Hakusan Maru	September 25
Australia and Manila	Arafura	October 4

OUTWARD MAILS.

For	Per	Date
Shanghai and Europe via Siberia (letters and postcards specially superscribed "Via Siberia" only)	Suiyang	Sat., Sept. 18, 2.30 p.m.
Fort Bayard	Sunkong	Sat., Sept. 18, 4.30 p.m.
Haiphong	Mingwang	Sat., Sept. 18, 5 p.m.
Swatow, Amoy and Formosa	Kamo Maru	Sun., Sept. 19, 9 a.m.
Straits and Calcutta	Pooksang	Mon., Sept. 20, 1 p.m.

Amoy	Szechuen	Mon., Sept. 20, 5 p.m.
Shanghai and Japan	Kamo Maru	Tues., Sept. 21, 10.30 a.m.
Bangkok	Kaligan	Tues., Sept. 21, 10.30 a.m.
Amoy	Hosang	Tues., Sept. 21, 5 p.m.

Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles	Holenus	Tues., Sept. 21, 1.45 p.m.
	Registration	2.30 p.m.
	Letters	2.30 p.m.
	(Due Marseilles 20th October.)	

Weihaioi	Huichow	Tues., Sept. 21, 2 p.m.
Manila, Australia and New Zealand, via Thursday Island	Tango Maru	Wed., Sept. 22, 10.30 a.m.
	Registration	8.45 a.m.
	Letters	8.45 a.m.
	(Due Thursday Island 4th October.)	

Shanghai	Hopsang	Wed., Sept. 22, 10.30 a.m.
Hoioh and Haiphong	Tean	Thurs., Sept. 23, 8.30 a.m.
Swatow	Sunning	Thurs., Sept. 23, 1.30 p.m.
Sandakan	Hinsang	Sat., Sept. 25, 12.30 p.m.

Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	Hakusan Maru	Sat., Sept. 25, 1.45 p.m.
	Registration	2.30 p.m.
	Letters	2.30 p.m.
	(Due Marseilles 24th October.)	

Shanghai, Japan, Canada, U.S.A., C. and S. America and Europe via Victoria, B.C.	President Madison	Sat., Sept. 25, 1.45 p.m.
	Registration	2.45 p.m.
	Letters	2.45 p.m.
	(Due Victoria, B.C. 14th October.)	

Shanghai	Kanchow	Sat., Sept. 25, 5 p.m.
Amoy	Kwangchow	Sun., Sept. 26, 5 p.m.
Bangkok	Kineyuan	Mon., Sept. 27, 5.30 p.m.
Amoy	Shantung	Mon., Sept. 27, 5 p.m.
Shanghai	Yatsing	Wed., Sept. 29, 10.30 a.m.
Formosa	Hangsang	Thurs., Sept. 30, 10.30 a.m.

*Correspondence bearing vessel's name only.

A number of Labour members have introduced into Parliament a Bill to give Home Rule to Scotland with a single-chamber Parliament of 148 members, and providing that no M.P.s for Scotland are to remain in the Imperial Parliament.

When Signor Mussolini took formal possession of the Ministry of Corporations, as head of the new Department, he delivered a short speech, in which he described the programme of the new Ministry.

A RENTS CASE.

SUMMARY COURT JUDGMENT REVIEWED.

The case in which M. Albert Guetat, proprietor of the Albert Cafe, was sued by his landlord for rent of his dwelling house, was again before the Police Judge in the Summary Court yesterday. At the previous hearing judgment had been given for M. Guetat on the plaintiff's claim and on his counterclaim for \$210 damages.

The case arose over the fixing of gas fittings to the house. Defendant fitted them and tendered the receipt as part of a month's rent.

Yesterday the case was reopened and Mr. M. K. Lo appeared for the landlord to ask for a review of the judgment. In his argument he said he understood that His Honour had been unable to find as a fact whether or not the defendant had paid the sum of \$210. He submitted that all facts must be found and adjudicated upon together and if His Honour had not been able to find that the \$210 had been paid then the claim as well as the counterclaim should be dismissed. The whole basis of the counterclaim was that the \$210 had been paid and defendant would never have brought it if he had not paid the money.

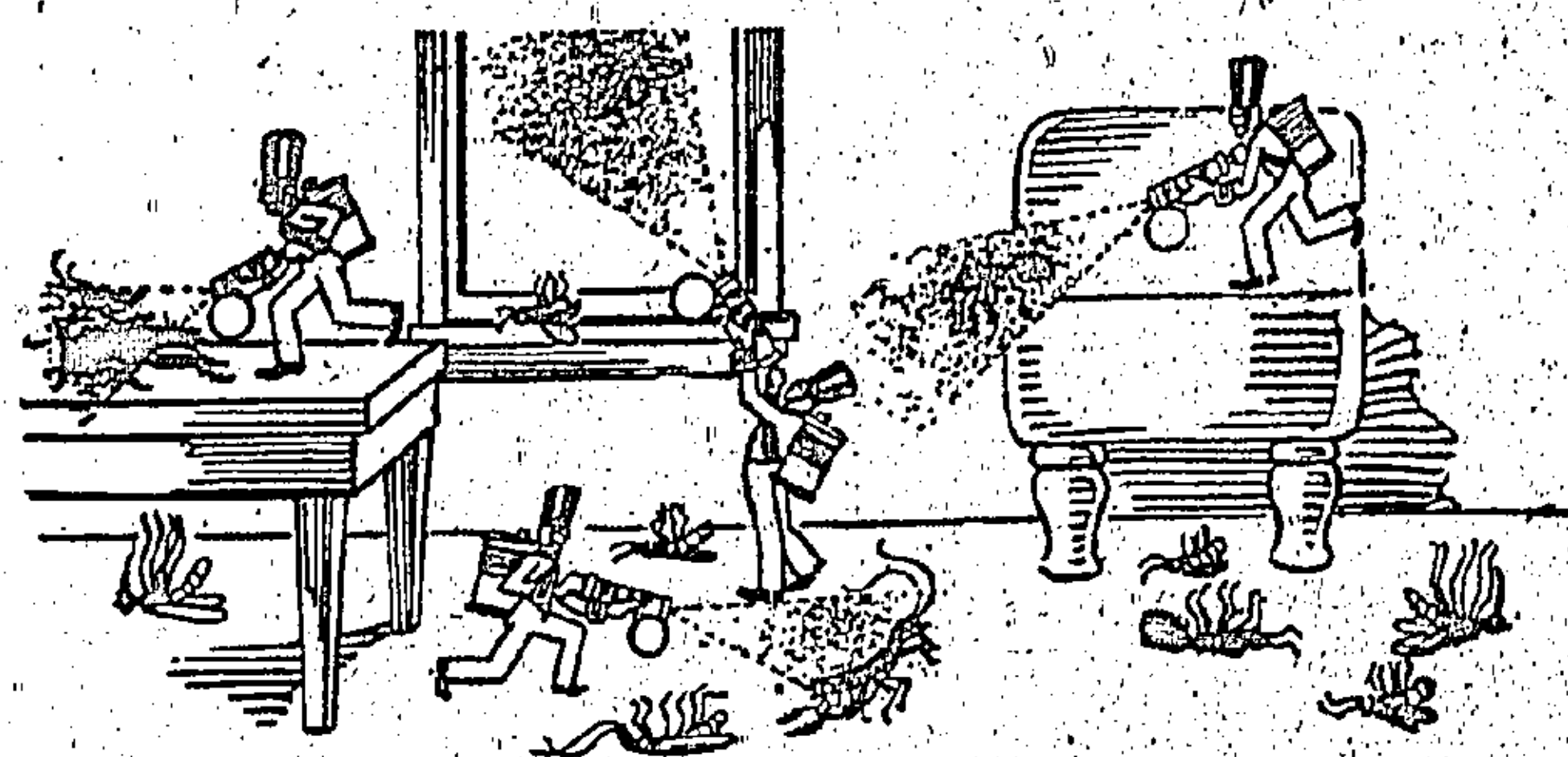
The facts were tried together and if His Honour was not satisfied that the \$210 was paid, then on the ground of commonsense alone the decision should have been dismissal of the counterclaim. On the claim he submitted the onus of proof was upon the defendant: it was his burden to show that payment had been made. He further argued that the burden of proof did not shift through-out the trial.

Mr. Lo went on to quote authorities in support of his argument.

After hearing him His Honour said he thought he would leave the counterclaim unamended and review the judgment on the claim but he would hear the defendant. Mr. L. D. Turner, for the defendant, said he thought plaintiff had defeated the arguments of Mr. Lo. The Judge's notes showed that plaintiff's witness had said that he gave the receipt as a discharge for the rent. Plaintiff was therefore estopped from denying that the receipt was a discharge.

His Honour reserved his decision, saying that if he found there was estoppel then he thought his judgment as given should stand.

The Spanish Embassy reports that the subscription for the Spanish Chair at Oxford University has been completed.



Destroy Household Insects—Avoid Disease

CULTURE, wealth, and refinement are now safeguard from the insects that hunt and feed on your life blood. Insects come to rich and poor alike. You must protect yourself.

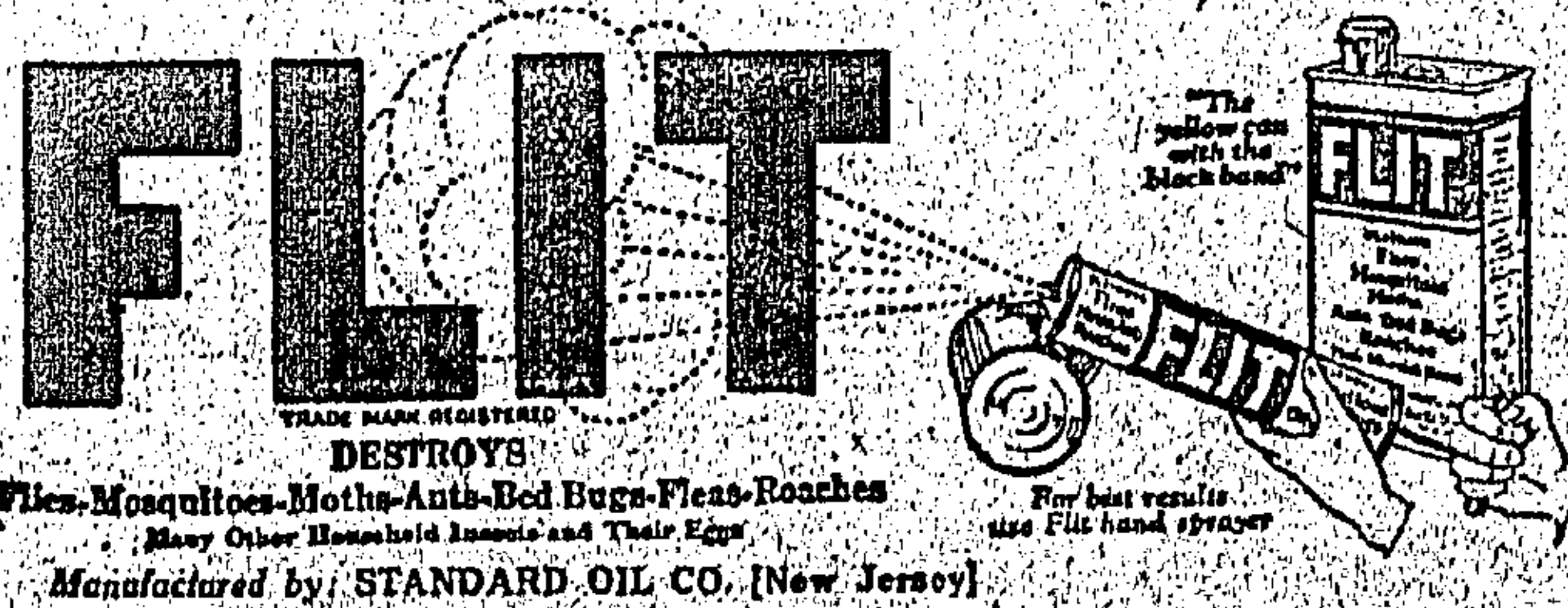
There is a way to do this.

Flit spray clears the house in a few minutes of disease bearing flies, mos-

quitoes, bed bugs, cockroaches, ants, moths, fleas and silverfish. It searches out the cracks where insects hide and breed, destroying their eggs. Flit spray kills moths and their larvae which eat holes. Extensive tests showed that Flit spray did not stain the most delicate fabrics. Flit is clean and easy to use, death to insects but harmless to mankind. It is economy to use Flit and avoid disease. For sale everywhere.

Sole Agents for China: MUSTARD & Co., Ltd.

(INCORPORATED UNDER THE COMPANIES ORDINANCE OF HONGKONG)





The quality of your food is of the utmost importance.

For your own benefit you should always buy the best groceries.

Our advantages enable us to keep in a fresh supply of stock and to purchase at lower prices—the benefit of which is passed on to you.

Buy from us for

Economy, Reliable Quality and Service.

Quick Deliveries made to all parts of the Colony.

THE SINCERE CO., LTD.

PHONE C. 139.

(GROCERY DEPT.)

P. T. FARRELL

Consulting Engineer

— AND —

Manufacturers' Representative.

Agent for: Bolinder's Crude Oil Engines

Marine, Stationary and Lighting.

King's Building, Top Floor.

Telephone C. 2566. Telegraphic Address "FARSEEING."

LORD BALFOUR AND GOLF.

LORD NEWTON'S MEMORIES.

Of Parliamentary golfers Lord Newton is one of the most enthusiastic: of Peer golfers he is among the oldest: his memories of M. P.s at golf, as well as his views on the game, are therefore particularly interesting, and I counted myself fortunate when he consented to give them to me.

Golf has changed very greatly since Lord Newton first played it, many years ago now.

"The most noticeable change" he said, "has been the general improvement in the standard of play. I may cite my own case as an example.

"More than thirty years ago, I twice won the Parliamentary handicap—once, incredible as it now seems, with a handicap of 5.

Now, I doubt whether I could win with 25; and although I have always been a very indifferent performer I am convinced that I do not play any worse now than in the past. Still, it would be manifestly rash, taking myself as a standard, to assume that people play five times better now than thirty years ago.

Starting Earlier.

"The general improvement in the standard is due partly to improved courses and improved implements: it is due also I think to the fact that both sexes begin to play when they are young.

"In the days I refer to golf was played by very few people; and the essential qualification was believed to be middle age. Scarcely any young people condescended to it: they looked upon it as an insipid amusement for their elders. Now, of course, it is the rising generation which produces the best exponents of the game.

"In the old days, too, golf was not played so strenuously and consistently as it is now. A man hardly played because he liked the game

and thought that he could play sufficiently well to enjoy playing with his friends.

"Nowadays golf is treated as a very serious business; and is discussed, as it seems to me, at 'inordinate length' and with undue solemnity in the daily Press. This remark applies, however, to all sports. If the traditional intelligent foreigner is here now and studies the newspapers, he may be forgiven if he assumes that we are much more interested in the result of the Test Match than in the result of the coal strike.

Two Great Amateurs.

"It was Lord Balfour, I think, who first made golf really popular in England. He used to play it regularly when he was one of the most outstanding figures in the Houses of Commons, and the great popularity and respect which he enjoyed undoubtedly contributed largely to the spread of the game.

"If he had started to play earlier in life he would probably have developed into an exceptionally good amateur, for he had an aptitude for all ball games.

"At the time of which I am speaking the best political player that I can remember was Lord Forster—recently Governor-General of Australia—who was also a first-class cricketer.

"Amongst the amateurs I should hazard the opinion that Mr. John Ball and Mr. Hilton were better than any of the amateurs of to-day.

"In my opinion French professionals are distinctly better teachers of the game than our own, although perhaps less brilliant and effective in performance. I attribute this power to impart instruction to the fact that the French carefully study theory; and I will even venture to assert that they are superior to us teachers in every form of sports, as well as of art.

"Lord Newton recalled, too, a fact which modern golfers have forgotten—that their game used to be regarded as cheap.

"That epithet," he said, "can hardly be applied to it now!"—An Evening News Correspondent.

DOMESTIC PUBLIC AND ECCLESIASTICAL BUILDINGS

Supplied with Leaded, Stained and Painted Glass, Staircase and Landing Balustrading in Carved Wood, Wrought or Cast Metals.

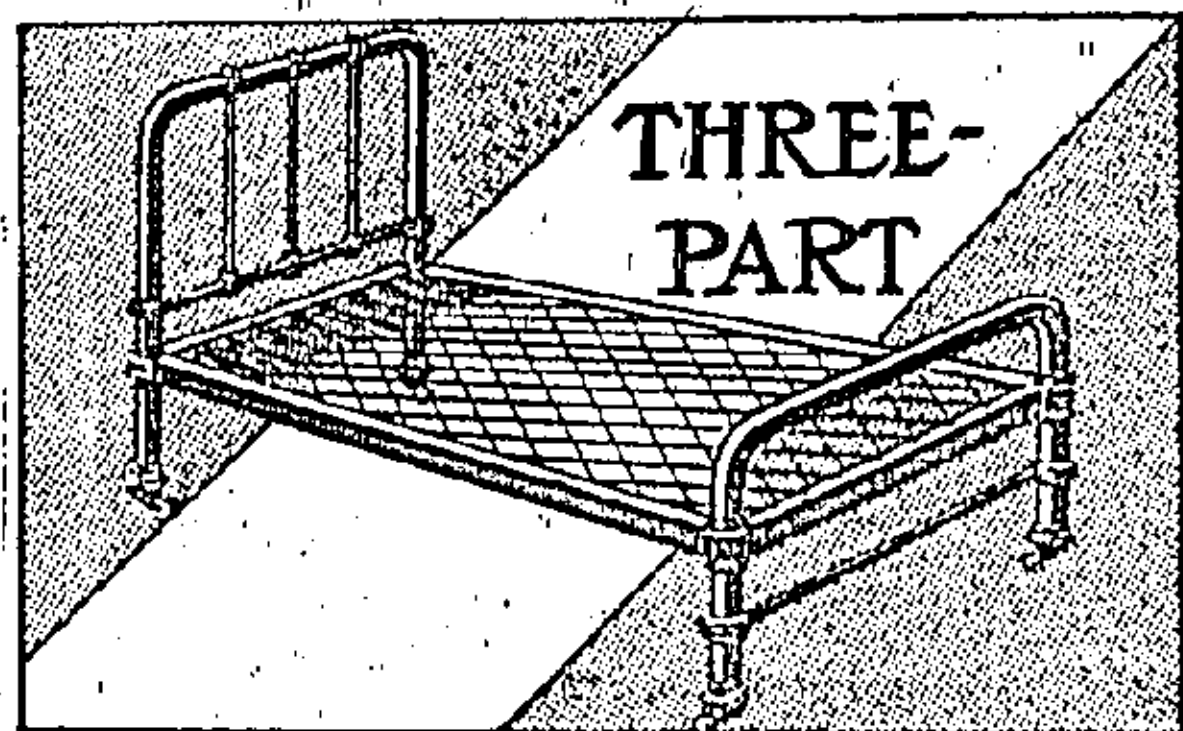
Lift Cages, Revolving Doors, Standard or Suspended Electric Lighting Fixtures, Altars, Fonts, and Memorial Panels, in Bronze, Wood or Stone.

ARTS & CRAFTS SHANGHAI.

WHITEAWAY'S THE STANDARD VALUES

THE "FINEST VALUES POSSIBLE IN BEDSTEADS TO-DAY"

THE "WHITELAW" BEDSTEAD



THREE-PART BEDSTEAD

ONE OF WHITEAWAY'S STANDARD VALUES

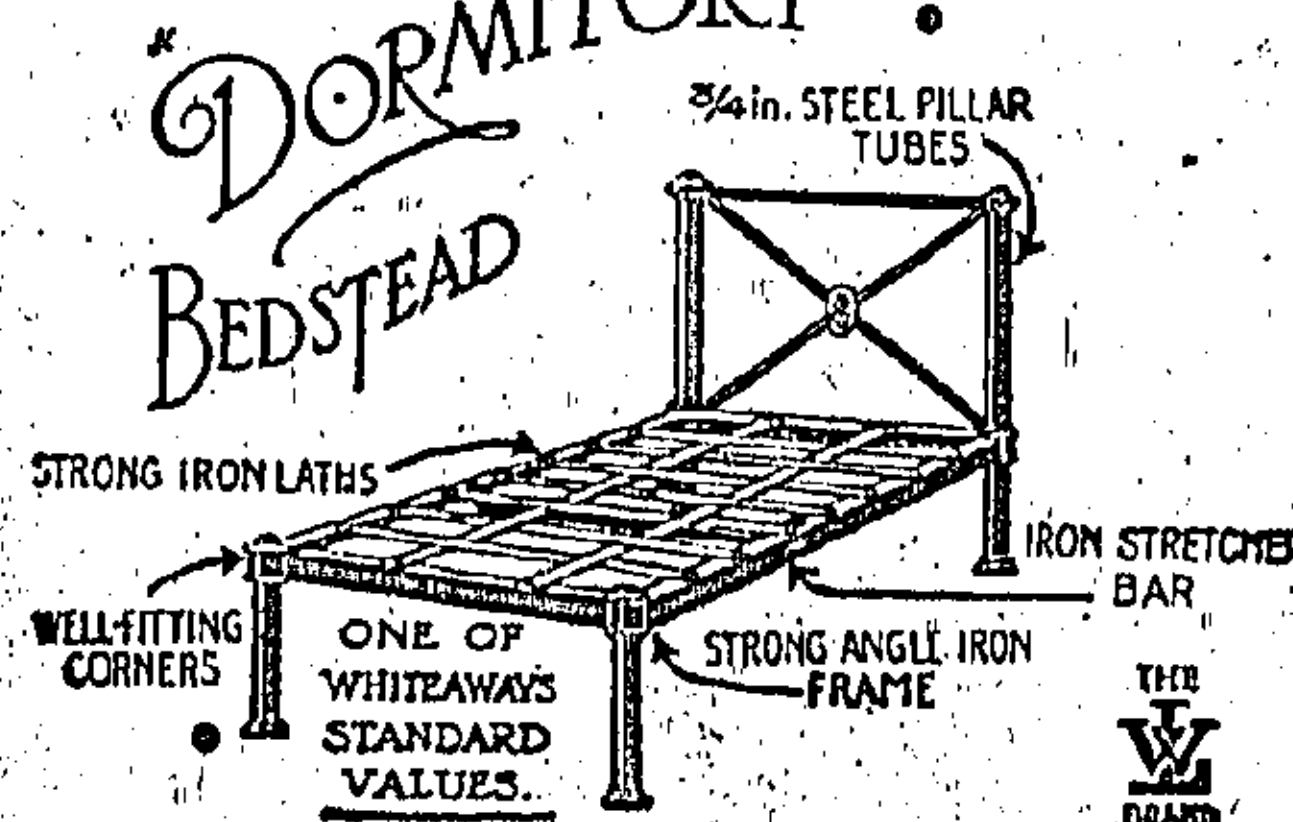
THE "FOLDEEZI" BEDSTEAD

Of wrought iron. No screws or bolts, no loose parts, no cast iron. The head and foot are definitely attached to the mattress frame and hinged under when not required. Ideal for Bungalows, Schools, Hostels, etc., etc., as it is in one undetachable piece. Enamelled Black.

Size 64 by 24 feet.

STANDARD VALUE PRICE \$15.00

THE "DORMITORY" BEDSTEAD



THE "WHITELAW" BEDSTEAD

English made enamelled Black, fitted with anti-sagging Wire Mesh Mattress with 12 Coil Spring at one end, perfectly constructed corners, which makes the Bed absolutely rigid, extra strong side angles and one inch steel pillar tubes, superior finish and can be easily fixed or taken down when not required. Suitable for Schools, Hospitals, Institutions, etc., etc.

Size 64 x 3 feet.

STANDARD VALUE PRICE \$12.50

THE "FOLDEEZI" ONE PART BEDSTEAD



THE "DORMITORY" STUMP COT

RELIABLE ENGLISH MANUFACTURE Fitted with 1 inch pillars, Enamelled Black, and strong Iron Laths, the side rails are specially strong to stand rough wear, specially suitable for Institutions, Hostels, Schools, etc., etc.

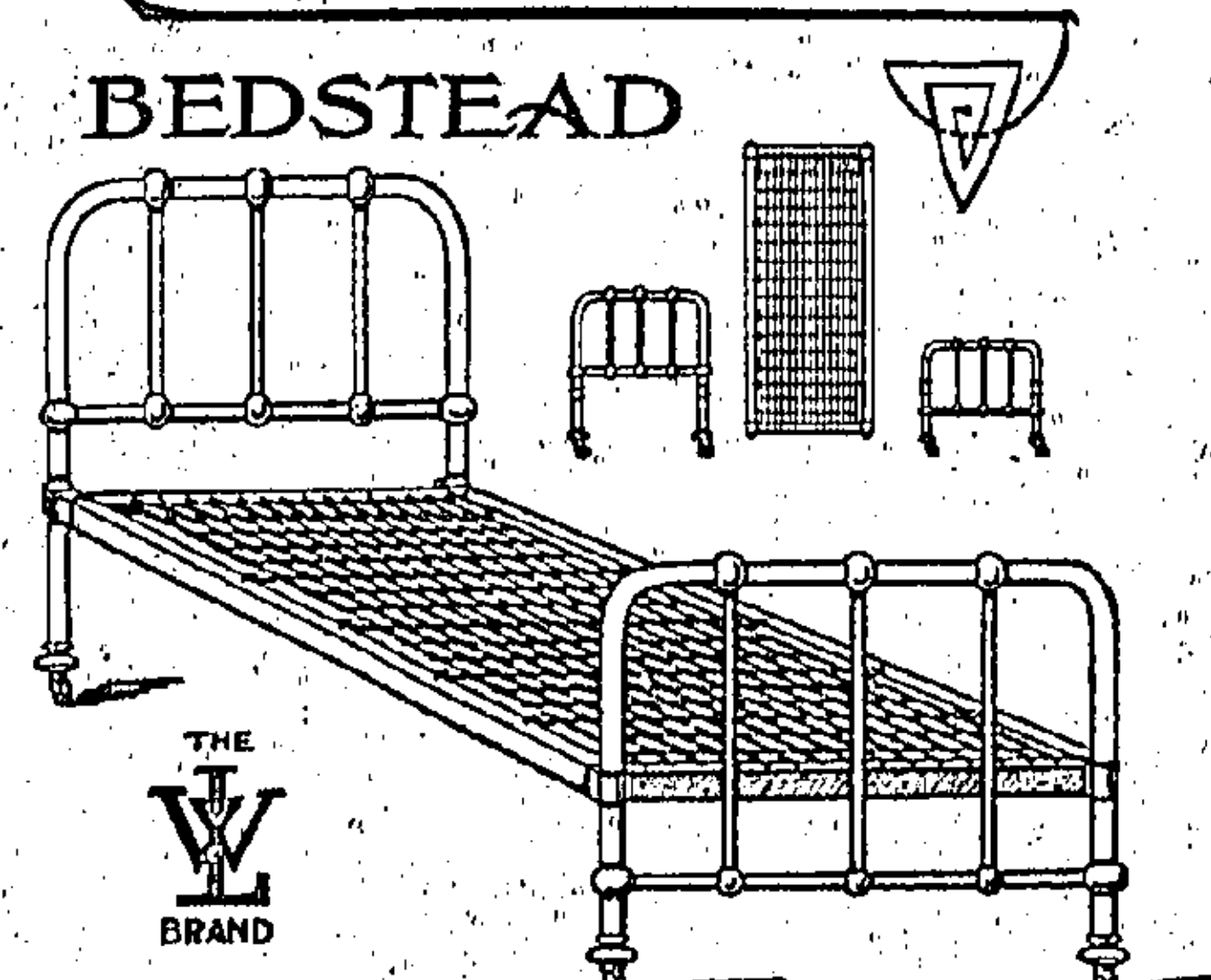
Size 64 by 3 feet.

STANDARD VALUE PRICE \$8.50

Buying for 50 Branches enables our London Office to place huge contracts for these bedsteads and therefore get the rock bottom price from the makers. The prices at which we sell these beds in Hongkong

DEFY COMPETITION

THE "RESTEEZI" BEDSTEAD



THE "RESTEEZI" BEDSTEAD

This is one of the best three part beds made. It has specially constructed corners, and extra strong spring mattress with 15 coil springs at one end, guaranteed not to sag and is noiseless in use. English made.

Size 64 by 3 ft.

STANDARD VALUE PRICE \$21.50

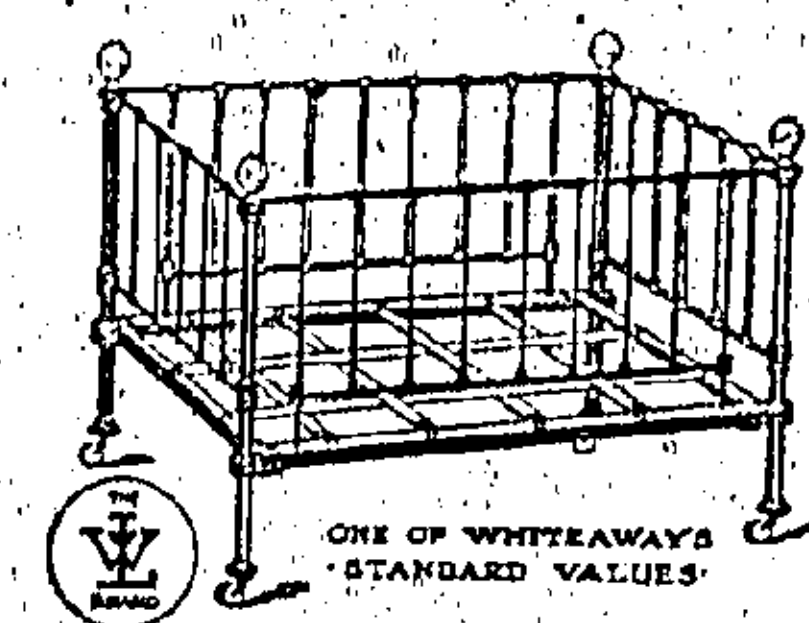
THE "WHITELAW" BEDSTEAD

Enamelled white. This is the cheapest white enamelled bedstead on the market fitted with anti-sagging Wire Mesh Mattress with 12 Coil Spring at one end, perfectly constructed corners, which makes the bed absolutely rigid, extra strong side angles and one inch steel pillar tubes.

Size 64 by 3 feet.

STANDARD VALUE PRICE \$16.50

THE "TRANQUILA" COT



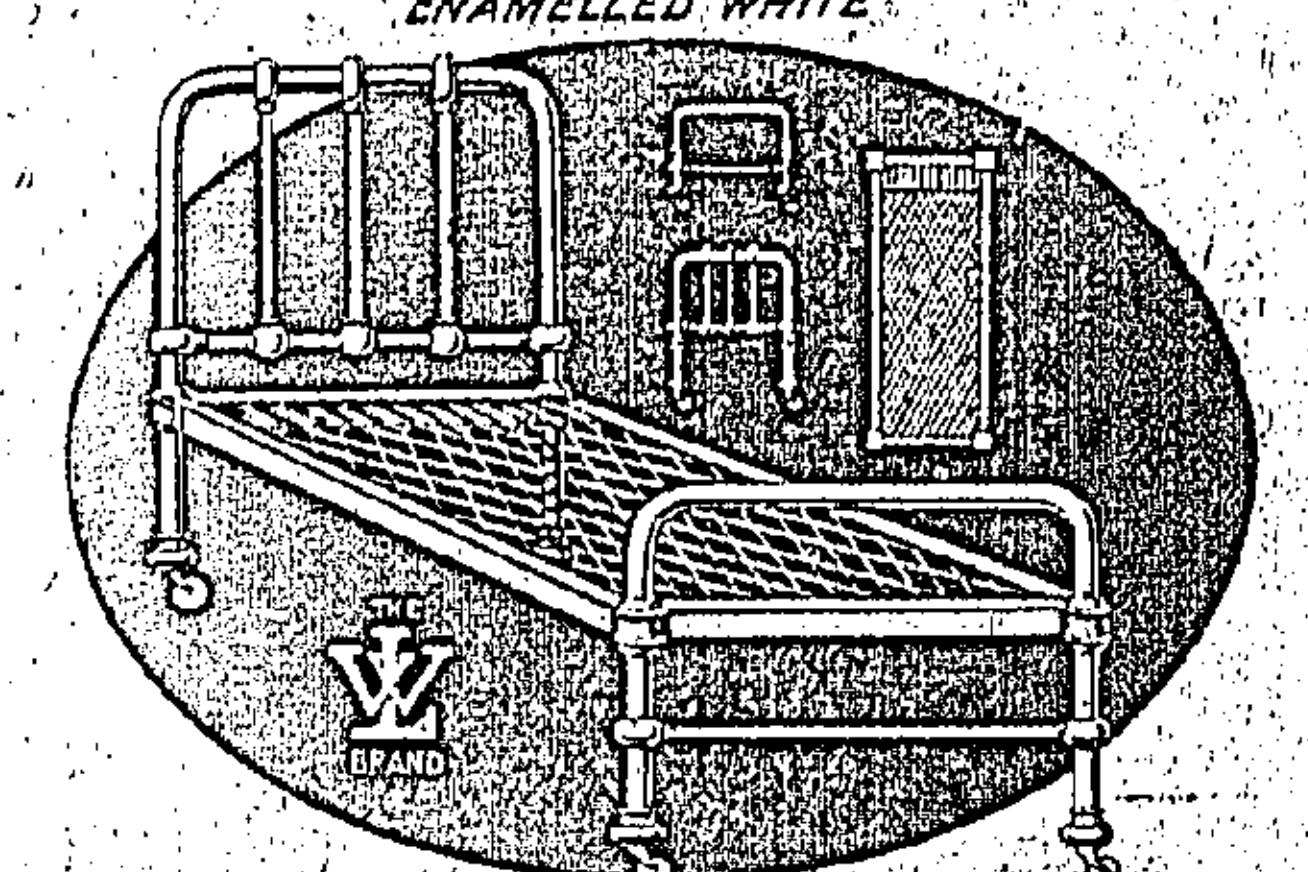
THE "WHITELAW" MATTRESS

Size 64 by 3 ft.

Throughout the making the finest materials combine with careful regard to hygiene, the "Whitelaw" products possess the valuable advantages of extreme comfort and perfect cleanliness at a price which brings them within the reach of all, fitted with 3-inch walls.

COIR.....\$11.50
KAPOC.....\$23.75

THE "WHITELAW" BEDSTEAD



ONE OF WHITEAWAY'S STANDARD VALUES

THE TRANQUILA CHILD'S COT

Made in England on mass production lines hence the exceptionally low price strong and very useful cot, enamelled Black and fitted with Brass Knobs exact to illustration.

Size 44 by 24 feet.

STANDARD VALUE PRICE \$13.50



ONE OF WHITEAWAY'S STANDARD VALUES

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REQUEST TO OLD FRIEND.

DOWAGER PRINCESS OF
MONACO PARDONS
HER ENEMIES.

"I die as a Christian, thanking all those who have been good to me, and pardoning those who have done me evil and have slandered me so greatly.

These words opened the will published yesterday, of H.S.H. Marie Alice, Heine, Dowager Princess of Monaco, of Monaco and of the Hotel Crillon, Paris, a native of New Orleans, U. S. A., who died in Paris on December 22 last, age 67 years, widow firstly of Armand Duc de Richelieu, and secondly of H.S.H. Prince Albert I. of Monaco.

She left estate valued for the purposes of the English grant at £36,331 gross, with net personality £36,239. This does not include the value of property outside the United Kingdom.

She expressed a wish to be interred at the place where she might die, and with all possible simplicity, "as I desire that the money which would have been spent in giving me a grand funeral should be distributed among the poor of the Commune of Chere."

She also desired the arteries to be cut to make certain that she was dead, and gave the instruction: "Let no monument be placed on my tomb, but a simple stone and my name."

Forty Years' Friendship.

Probate of the will, dated Haut Buisson, August 29, 1923, has been granted to Mr. Isidore de Lara, of Claridge's Hotel, Brook Street, W.

"My friend for forty years, whose friendship and devotion have been the joy and consolation of my life," and to whom she left 50,000 francs for the executorship, and certain books and furniture, and "a sum of one million of money," requesting him to go through all her papers and deal with them in his discretion, and saying "I ask my son, as my last request, to remain always a friend of Isidore de Lara."

In addition to the above, the Princess left many bequests to friends and others in this country and in France and to charity.

To Endow A Bed.

These include:—
20,000 francs to the French Hospital in London to found a bed in her memory.

A picture or work of art as her son may select, to Sir John Broadbent, "my medical attendant in London."

£50 to "my nurse, Miss Norburn, who has taken such great care of me."

To Muriel Viscountess Helmsley a selection of mementoes from the drawing-room at Haut Business, and "the two pearl ear-rings which I always wear."

25,000 francs to "my English godchild, Roberta Winfred Alice Lorraine."

25,000 francs and £200 to Cynthia Mary Millar, "in order that she may keep my dogs if they should still exist," and 10,500 francs to her sister Mabel Millar.

650,000 francs all her linen and certain furniture to her friend Nina de Lara.

200,000 francs and certain furniture to Jean Blanchy, "whose devotion to me for thirty years has never failed."

100,000 francs to "my friend Dr. Jules Godschmidt, to whom I owe my unlimited gratitude."

To Alfred Bechman "with all my gratitude for the great friendship which he has always shown," the tapestries on the staircase and a Rousseau picture.

A life annuity of 4,000 francs, to Guy Envin, "blinded in the war."

A life annuity of 2,000 francs to Tilloloy, "who lost his sight and his two arms in the war."

£400 Lost By Staff.

She also made gifts to servants, and directed that her heir should continue pensions to old servants, governesses, and any servants of over ten years. She left £400 for distribution among the staff of Claridge's Hotel in the event of her death taking place in London. As stated, she died in Paris.

Subject to the above and many other bequests, she left the residue of her property to her son, the Duc de Richelieu.

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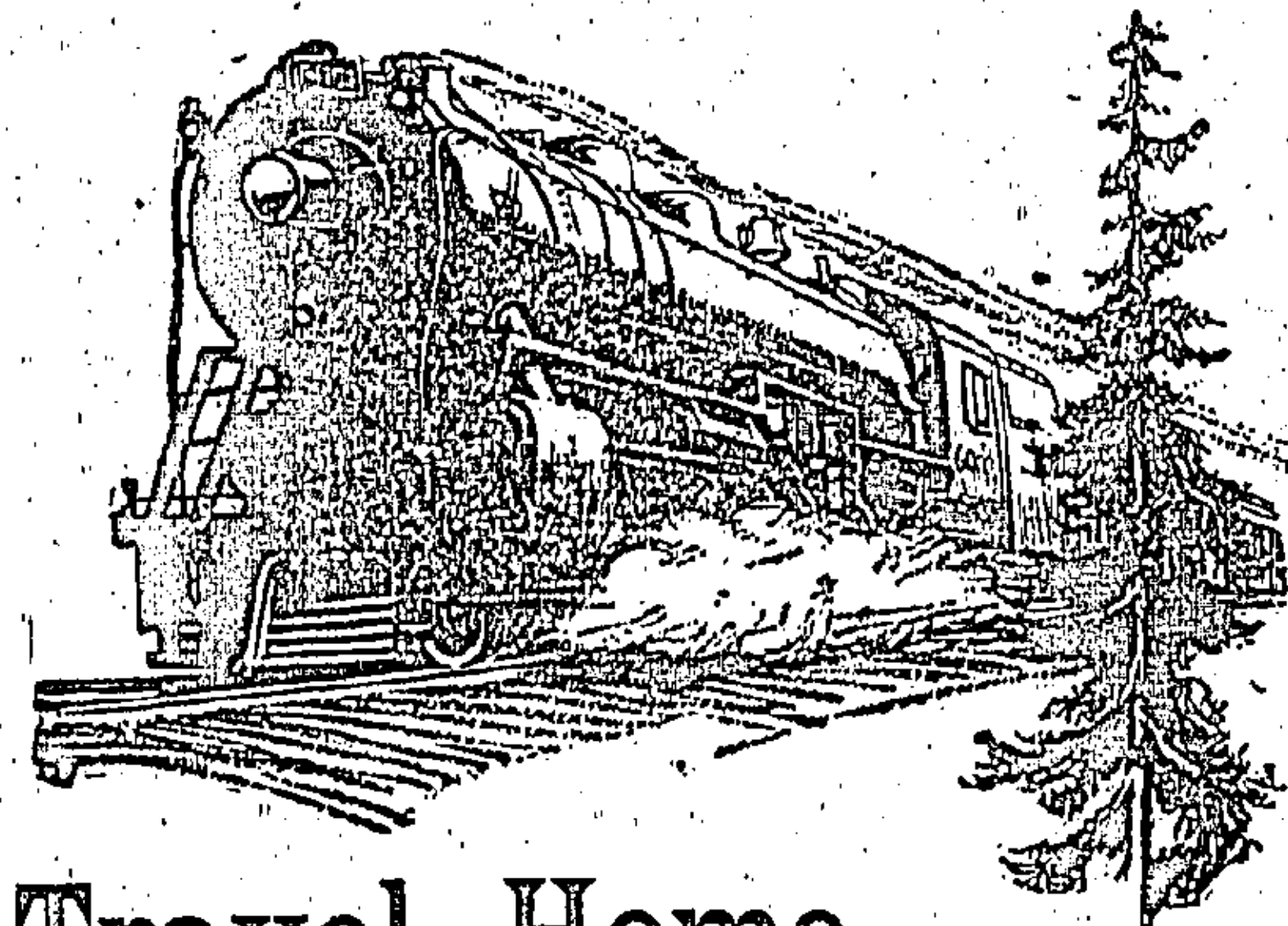
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WOOD PRESERVATIVE AND STAIN COMBINED

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THREE SHADES OF BROWN
AND
THREE SHADES OF GREEN

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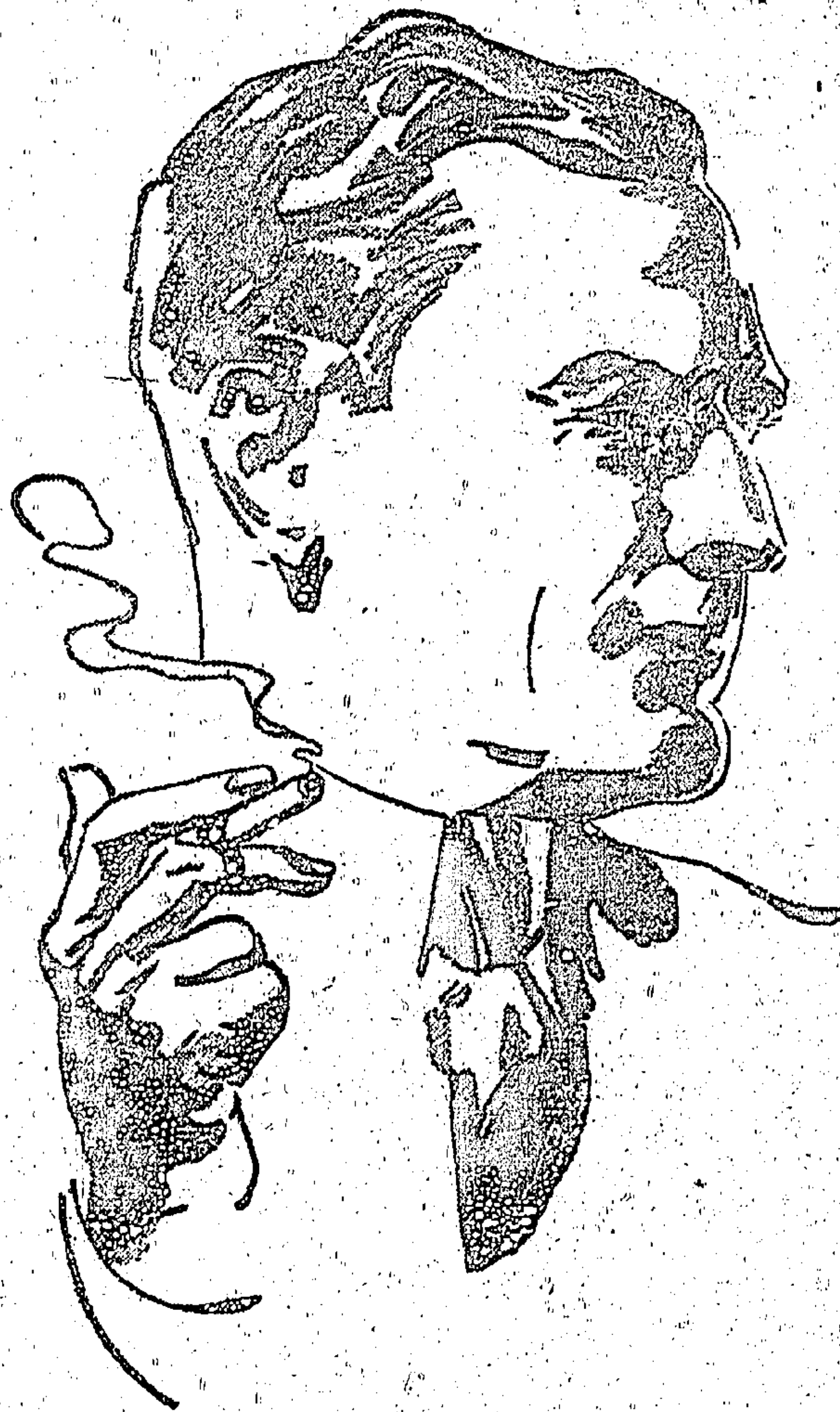
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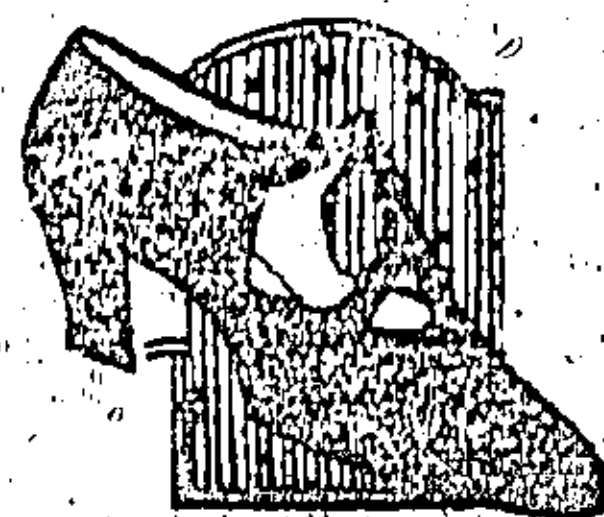
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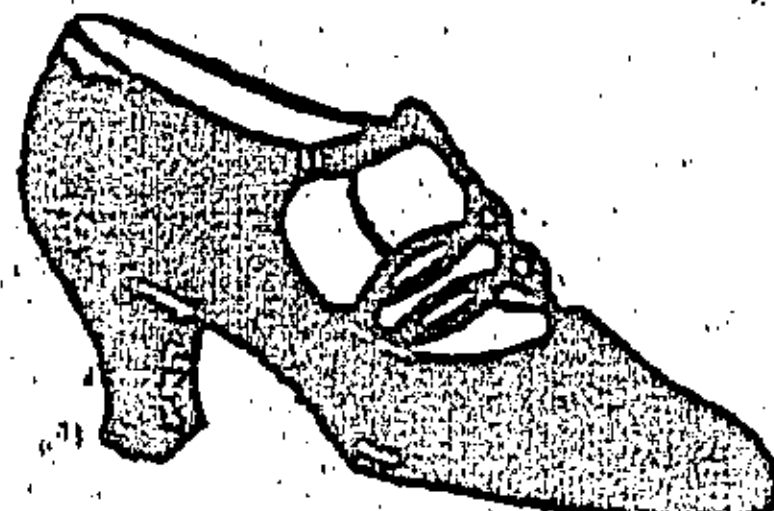
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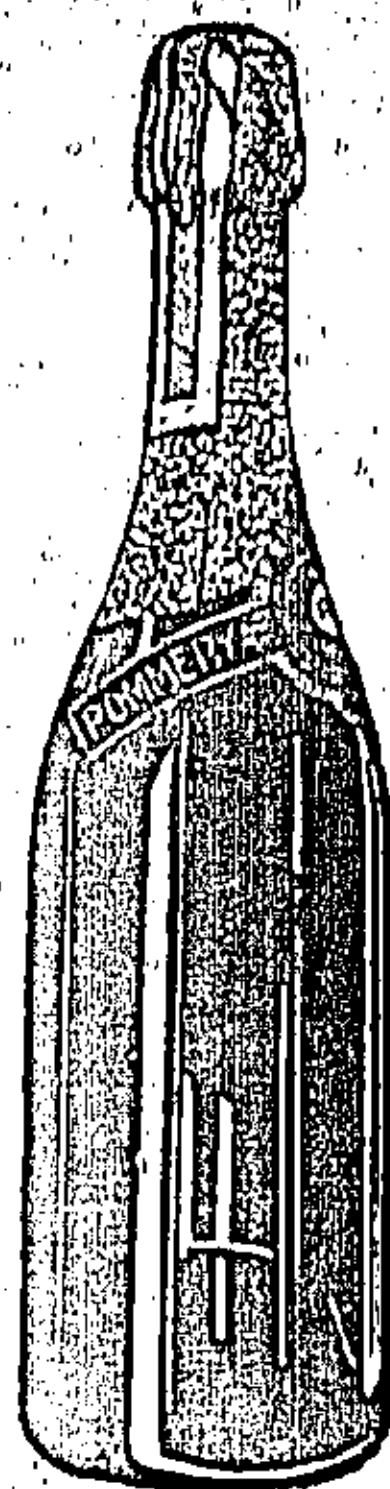
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Per Bottle - \$ 5.20

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,, Half Bot. \$ 2.75

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Wine Claret

Per Bottle - \$ 1.10

,, Dozen - \$12.00

White Wine

Per Bottle - \$ 1.20

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DISCOVER WHICH
NEWSPAPER
Your Friends Read

ALICE MEMORIAL.

CONCERT ON BEHALF OF THE
HOSPITALS.

The concert in aid of the Alice Memorial and Affiliated Hospitals, to be held next Monday evening, promises to be a great success. The tickets are nearly all sold out and two prominent Chinese gentlemen have taken boxes at a handsome figure, so that the financial success is assured.

An excellent programme has been provided for the occasion consisting of piano selections, violin solos, a ballet in which there will be Spanish and Scottish dances, and soprano and baritone solos, etc.

The Anderson Music Store will secure tickets for any who wish up to the limit of the capacity of the theatre. Enquiries may be made from Mrs. Coxon Tc. at the Pharmacy, Queen's Road, who has been indefatigable in this most important effort to assist the Hospitals in their hour of need.

So many have taken part in preparing the concert and assuring its success that it is impossible to publicly thank each and every one, but the Press are asked to extend thanks to all.

This is only one of the efforts that are being made to insure that these hospitals, in which everyone in the Colony has an interest, are brought more fully to the public attention. If they serve to bring the whole subject of the need of the poorer Chinese classes before the public and lead to a determination to support the Hospitals in the future, they will have served their purpose more perhaps than was at first anticipated.

Booking should be made at once to avoid confusion when the concert begins.

AN ATTEMPTED
OUTRAGE.STRANGE INCIDENT AT
BRITISH EMBASSY.

Tokyo, Sept. 17.
This morning's papers give prominence to an incident which took place yesterday during the luncheon hour, when the British Embassy was honouring the Crown Prince and Princess of Sweden, but as the Japanese authorities requested the Embassy to withhold a statement pending investigations it is impossible to verify the alleged details.

It seems, however, that an unidentified man suddenly appeared outside the verandah, and the Ambassador's son thereupon went out to investigate. It is alleged that the man then threw a dagger at the investigator, who gave chase, but his assailant escaped. The vernacular papers hint that the man was an anti-British Chinese student but the Embassy, beyond admitting that some incident, which the authorities are now investigating, took place, are obliged to keep silent concerning the affair. —Reuter.

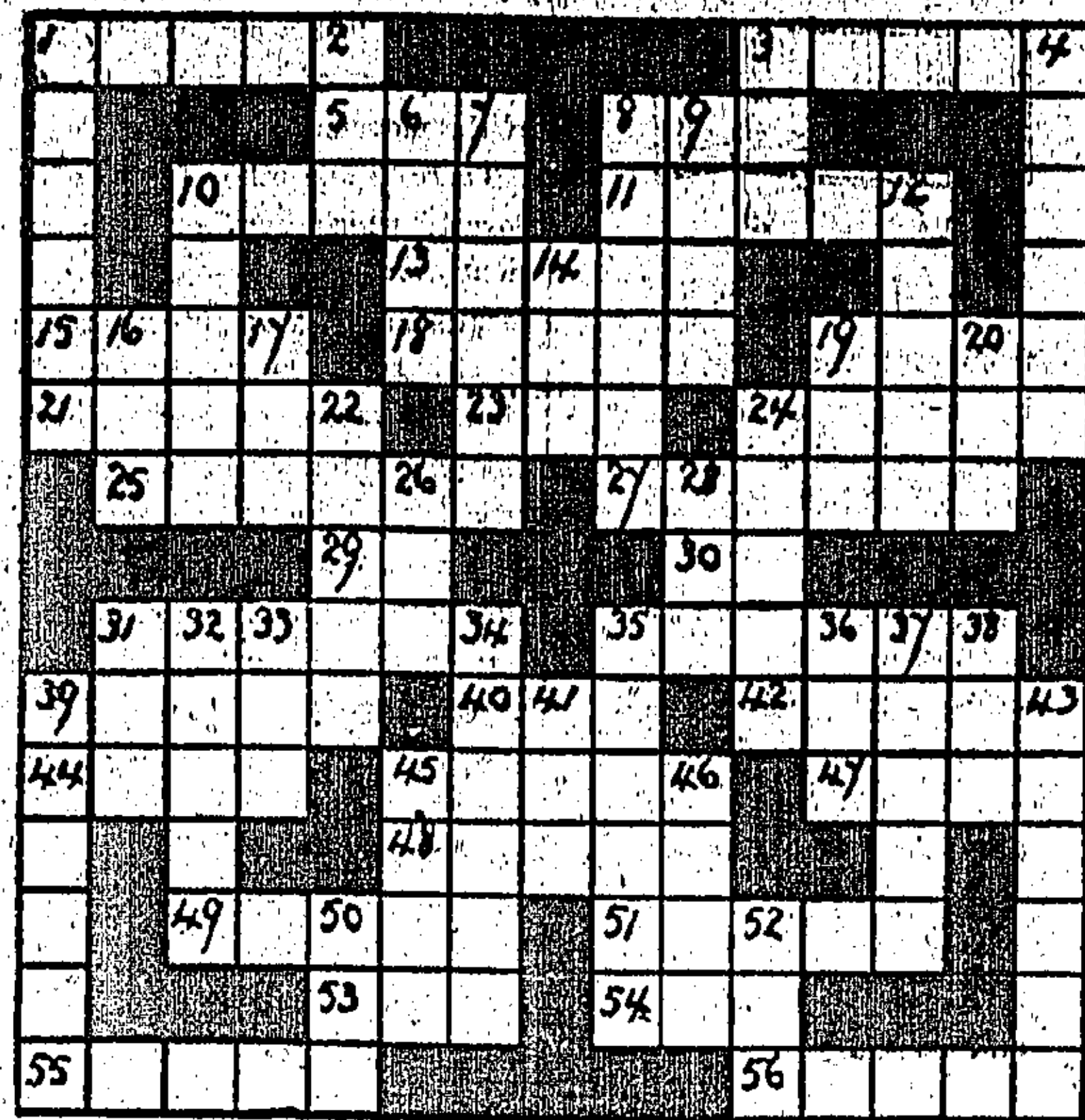
LEAGUE COUNCIL.

WHICH "CHINA"?

Paris, Sept. 17.
Amid generally satisfied newspaper comment on the election of the League Council, the *Ascar* criticises the election of San Salvador and China.

The *Gaulois* likewise objects to the election of China, and asks which Chinese Government is the recipient of the honour. —Reuter.

OUR CROSSWORD PUZZLE.



Across.
1 Staff of life.
2 Plant that yields hemp.
3 Part of verb "to be".
4 Perched.
5 Municipal bond.
6 Resinous exudation of various trees.
7 A palm.
8 A coin.
9 Symbols of peace.
10 Opposite to stout.
11 To follow as a consequence.
12 A colour.
13 A weapon.
14 There are five of them.
15 Repeat.
16 In that manner.
17 Body of motorists.
18 One who shirks duty.
19 Pertaining to the atrium.
20 Field flower.
21 Conjunction.
22 Eagles.
23 A village in Dorset (we give it a name).
24 Residence.
25 Part of a ship.
26 Stripped.
27 Anxious.
28 Correct.
29 Unusual.
30 Station Transport Officer.
31 Firm.
32 A sieve.

Down.
1 Recoil.
2 A period.
3 Consumed.
4 A nut.
5 Highway.
6 Mistake.
7 To separate from.
8 An exclamation expressive of sorrow.
9 House of Presbyterian minister.
10 The blood of the gods.
11 First woman.
12 Enity.
13 A cask.
14 A number.
15 Wrath.
16 Composition.
17 Frighten.
18 Period of time.
19 Man's name (short).
20 Product of coal.
21 Wash.
22 Employ.
23 A herald's coat.
24 Serpents.
25 To weary.
26 About.
27 Sheltered side.
28 An instrument used by printers.
29 Not.
30 Soft floss.
31 On a couch.
32 Superintend publication of.
33 An idol.
34 Obtained.

ABU AFT YES LLOO
BAOY C APPEND
CRATE BARA ROSE
GNARS RABRINE
HEIR ORBIT SITE
YCID EON IOP K
DO ANK NNN BSC
KAW DLFANT HOE
AT WET FETEROR
NEWAS DEEREP
TOED DCRMA BELT
BADGE O SWARE
BELL CUP ATOMS
ASTER S AVENUE
NER MID SHE LRE

FLETCHER'S
PRICKLY HEAT LOTIONand
PRICKLY HEAT POWDER

Instantly allays the irritation and discomfort caused by
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When you're thinking things ain't what they was:

—What a rotten time everyone has.

—All the work that one loathes.

—No money—No clothes.

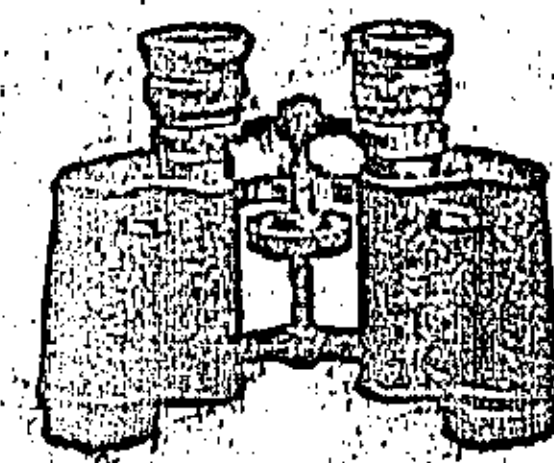
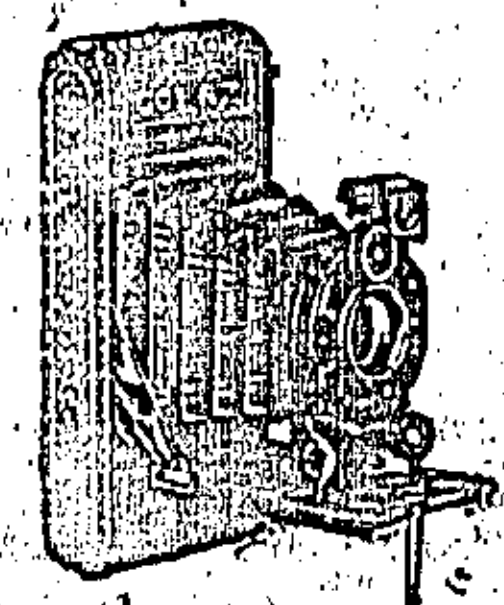
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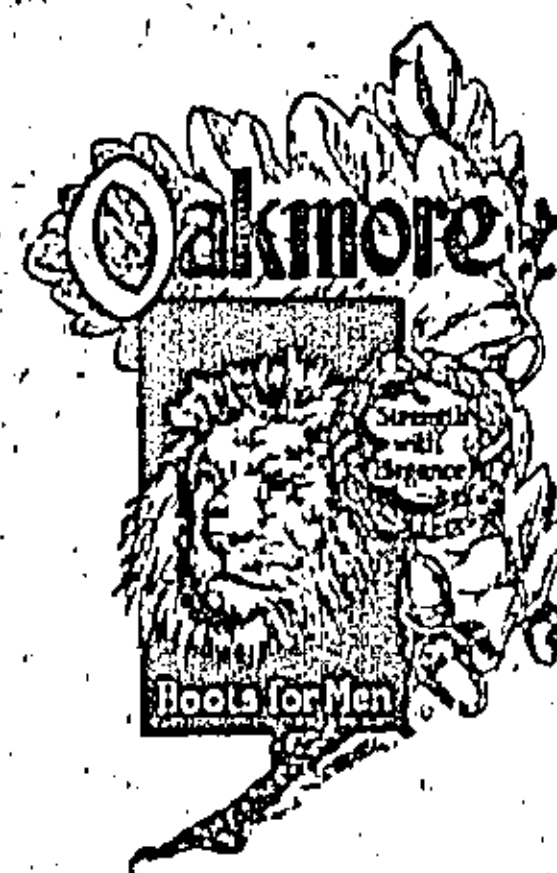


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WATCH OUR WINDOWS

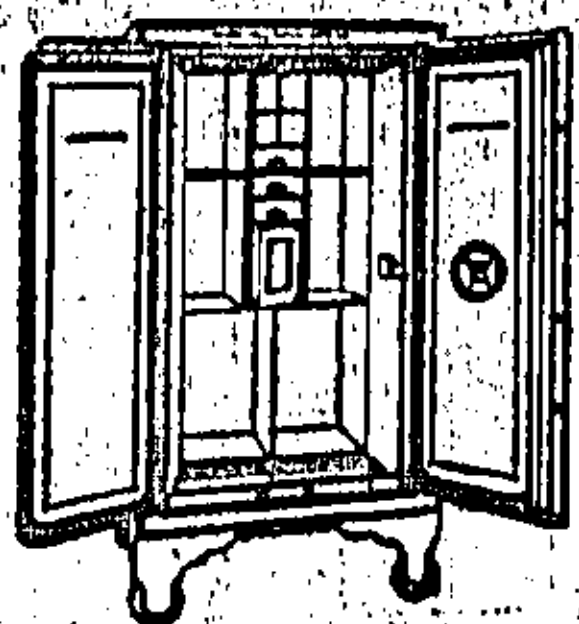
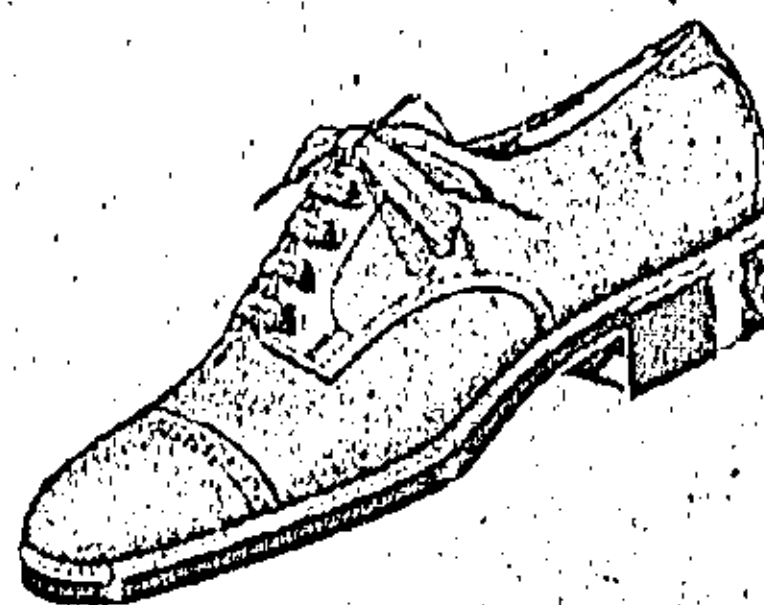


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OAKMORE'S SPECIALISE IN SHOES FOR MEN. SHOES MADE FROM SOLID ENGLISH LEATHER, SNUG-FITTING ROUND THE INSTEP, AND THAT KEEP THEIR STYLE AND SHAPE.

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MEN'S FOOTWEAR
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DEATH.

LAMMERT.—On September 17th, 1926, at No. 7, Tregunter Mansions, Mary Alice Liddell Lammer (nee Aitken), beloved wife of George Philip Lammer. Funeral passes the Monument at 5 p.m. to-day.

The Telegraph

SATURDAY, SEPT. 18, 1926.

OVERCOMING THE
BOYCOTT.

The Indo-China Steam Navigation Company is doing the right thing by continuing its efforts to overcome the boycott by sending its steamers to Canton. To-morrow, the s.s. Cheongching, the second boat to make the trip, will leave here, and, in view of the special arrangements which have been made, there should be a goodly number of passengers as well as a considerable quantity of cargo shipped. It is only by pegging away in this manner and showing that British shipping interests are determined to exercise their rights of trade that we can, at the moment, hope to secure a resumption of traffic; and the efforts of the Indo-China Steam Navigation Company, which has had such a long and honoured connection with Far Eastern trade, are deserving of all praise. It is to be hoped that, as time goes on, it will be found that the Chinese will take increasing advantage of the facilities offered them.

The point has been often stressed and it cannot be too frequently repeated, that the boycott is not maintained because of any inherent unwillingness on the part of the Chinese to do business with British concerns. The activities of the illegal boycott organisation, plus a fear on the part of merchants of reprisals if they run contrary to the boycott regulations, are alone responsible for a continuance of the movement. It has recently been reported that the Canton Government is prepared to see that the boycott pickets do not interfere with British shipping either in the river or at the wharves. If that is so, it relieves the British naval forces from doing the work. But, if the Canton Government considers that Britain has a just cause for complaint against the pickets, holding that their activities are contrary to Treaty rights, then the least it can do is to start in and stop the pickets from interfering in the city, where they are reported still to be carrying on their campaign of intimidation. The one step seems to us to be the natural corollary of the other. Once the pickets were dispersed, the boycott would not last a day, which is the surest proof of the artificial nature of the movement.

There is one other factor of the boycott which has not been sufficiently emphasised—namely, that it results not only in interruption of British trade, but with other foreign commerce as well. Foreign shipping interests have a right to send their ships to any port in the Far East, yet the boycott organisation decrees that if they happen to call at Hongkong they are liable to come under its ban. That, in effect, means an interference with the normal flow of trade, and, as such, it operates greatly to the inconvenience of much foreign commerce, other than British. The plain fact, of course, is that the whole movement is quite illegal and contrary to international law, and should efforts be made to continue it much longer, or to extend it, we hope to see strong measures taken for the return to normal conditions.

P.W.D. Obstruction.

The other day we commented in this column on the slow manner in which the Public Works Department is proceeding with the work of putting into usable condition the Des Voeux Road end of Pedder Street, and we should now like to voice another public complaint in connection with this matter. A good deal of Pedder Street is being re-surfaced and quite a lot of concrete has been used in making the foundation upon which to lay the asphalt surfacing. But why it has been found necessary to store over a dozen barrels of cement on the pavement under Messrs. Jardine, Matheson's verandah when there is plenty of room to store them in the unused street is indeed hard to imagine. With the road out of commission and with the footpath on that side of the street being the only footpath and thus carrying all the pedestrian traffic, it is little short of scandalous that the P. W. D. should be allowed to make congestion and inconvenience all the greater by dumping down many large barrels of cement when there is plenty of room only a couple of yards roadwards. If anybody else had dared to break the law of footpath obstruction in such a manner the police would very promptly have proceeded against them. Why is not the P. W. D. similarly treated? It certainly ought to be in the present instance, which is a glaring case of indifference and thoughtlessness. There seems to have been some spare brain waves going about in connection with the "dominoes" which have been designed to mark off the motor parking spaces higher up the street, and while we are all in favour of seeing this clear definition of such places and also the clearly-marked naming of the roads, we cannot resist the thought that if there had been as much thought expended on the lower end of the street as there has been on the upper portion, then pedestrians would have been much less endangered and annoyed than they have been during the last week or so. It is to be hoped there will be no further cause for complaint.

EXCHANGE RATES.

	Rugby, Sept. 18
Paris	172 1/2
Brussels	177 1/2
Amsterdam	12 10 1/2
Berlin	20 37 1/2
Copenhagen	18 23 1/2
Vienne	34 40 1/2
Helsingfors	102 1/2
Lisbon	2 17 1/2
Buenos Aires	45 10 1/2
Shanghai	2 9 1/2
Yokohama	1 11 63 1/4
New York	4 85 1/2
Geneva	25 11 1/2
Milan	133 1/2
Stockholm	13 15
Oslo	22 15 1/4
Prague	163 1/2
Madrid	31 52 1/2
Rio	7 17 1/2
Bombay	1 5 61 1/4
Hongkong	2 24
Silver (spot)	28 1/2
Silver (forward)	28 1/2

—British Wireless.

For being in unlawful possession of a pair of spectacles, suspected of having been left in his ricksha by a fare, a ricksha puller was to-day sent to prison for fourteen days by Major C. Willson. It was stated that the accused was arrested in a pawnshop at Hollywood Road in the act of pawning the pair of glasses.

DAY BY DAY.

FORBEAR TO JUDGE, FOR WE ARE SINNERS ALL.—Shakespeare.

There was a clean bill of health in the Colony yesterday.

His Excellency the Governor has appointed Dr. S. S. Strahan to be a Member of the Medical Board.

Passengers arriving yesterday from Japan and the north by S.S. Malwa included Major F. C. Roberts, Mr. G. M. Young and Mr. C. J. Church.

His Majesty the King has approved the appointment of the Hon. Mr. D. G. M. Bernard to be an Unofficial Member of the Legislative Council, vice Mr. P. H. Holyoak, deceased.

The old established firm of share-brokers, Messrs. Vernon and Smyth, has been closed and Mr. and Mrs. F. R. Smyth left by the Tainui yesterday for New Zealand. Mr. F. R. Smyth, who is a son of the founder of the firm, intends to settle in New Zealand and to start business there.

The following regulation has been made under the Prisons Ordinance:—"The Medical Officer shall take such action and employ such treatment as he may consider necessary or expedient for the prevention as far as possible, or mitigation, of any epidemic, endemic, contagious or infectious disease in the prison."

Probate of the will of the late Mr. Eric Munro Ross has been granted in the Supreme Court. The late Mr. Ross was a chartered accountant of Shanghai who died at sea in the s.s. Morea on January 12, 1926. His estate in Hongkong amounted to \$34,400. Among his bequests were the following: to the Shanghai St. Andrew's Society \$1000, and to the Scottish Company, Shanghai Volunteers \$1000.

Passengers who departed by the s.s. Tainui for Australia and Manila yesterday included:—Mr. C. F. Mitchell, Mrs. Thomas, Miss G. L. Mitchell, Mr. and Mrs. Fred Bennett, Mr. S. D. Chant, Miss M. Bennett, Mr. B. Champlin, Mr. and Mrs. Robert Sidlow, Mr. and Mrs. F. V. Smyth, Mr. James S. MacDonald, Mrs. A. James, Mr. N. James, Mr. R. James, Dr. and Mrs. James A. Greig, Mr. H. L. Stainfield, Mr. W. A. Pearne, Miss L. J. Bryer, Mr. J. R. Middenway and Mr. Charles Geiger.

It is notified that the offices of the Supreme Court will be open daily from 10 a.m. to 1 p.m. during the Long Vacation, except on Public and General Holidays, when the offices will be entirely closed, and on Saturdays, when they will be open from 10 a.m. to noon, subject, however, to the provisions of section 5 of the Supreme Court Ordinance, 1898, so far as it relates to the Criminal Sessions. The Long Vacation commences on the 20th instant, and terminates on the 17th October.

Memorial services have been held today for the late Mr. Ho Fook at 15 Kennedy Road. Many friends and relatives called between the hours 8 to noon to observe the usual rites according to Chinese customs on the third week after the interment. No fewer than 700 elegiac scrolls had been received from those who cherished the inspiring memory of the deceased. Among the visitors present at the service were Sir Souson Chow the Hon. Dr. R. H. Kotewall and other prominent Chinese of the Colony.

BANKRUPTCY
MATTERS.

DECLARATIONS OF
DIVIDENDS.

The following dividends have been declared in regard to recent bankruptcies:

The Tai Shun Shipyard, of Lam Lo, Apichau.—First of \$15 per cent.

Chan Ching, trading as the Kwong Cheong Firm, of Stall No. 61, Central Market.—First of \$15 per cent.

The Tai Yat Lau Tea-house, of 103, Des Voeux Road.—First final of \$15 per cent.

MIXED GRILL
A Merry Miscellany
Ashley Sterne

I have recently been spending a short holiday in the Bernese Oberland, and so, my hearties, if you have detected a more than usually noble and lofty tone in this column for the last week or two, you must attribute it to the inspiring influence of the high altitude at which I have been living, thus lending testimony to the old adage which asserts that "Heaven Alps those who Alp themselves."

I have returned home with but one distressing memory: the ruthless picking and abandoning of the beautiful Alpine wild flowers. Nearly every ramble I took I came across huge bunches of flowers which somebody had got tired of carrying and cast aside. Now, to some of us, the Alpine flowers are the Alps. We can't all climb Welshorns and Janfraus, and so we find our pleasure amid the orchids and anemones. To my thinking, it is as much an act of vandalism to pluck and throw away a wild flower as to pull up the Matterhorn by the roots and hurl it over one of its own precipices, or to go out with an oxy-acetylene apparatus and melt the Rhone glacier.

Appropos of the Alpine wild flowers, I brought back in my button-hole one day a simple, unpretentious, little bloom something like a pink periwinkle. "What's in a name?" queried the Bard (meaning Shakespeare, and not Wilkie of that ilk.) A lot, I think. A German lady staying at my hotel volunteered the information that my little flower was called "Basiliskenkraut" or "Seyfenkraut," which sounds to me exactly like a German bill of fare. I prefer, the humble English name of soapwort. But enough of this loathed melancholy! On with the motley!

I was staying at the same hotel as the world-renowned botanist, Professor Linnaeus Leberwurst, of Potztausend, who, owing to his imperfect knowledge of English, was the victim of a somewhat disconcerting incident on the occasion of a Masked Ball which some of us bright young things or-



ganised one night. It was arranged to give a prize for the most grotesque mask worn, and when the judges had toured the ballroom they unanimously decided to hand the prize to the Professor. What was their surprise on calling him up to receive his award to be greeted with an indignant and guttural "Ach! Himmelfahrtstag! Donnerwetter! Gotterdammerung! But I haf no mash on mein face got!"

I have just been reading about a Blackpool bride who recently married a member of a jazz band. Out of compliment to the bridegroom she carried a bouquet fashioned in the form of a saxophone—a pretty enough conceit, but one which should never be allowed to become a custom, else some future brides will have to carry queer-looking replicas of the bridegroom's professional implements. For example, a girl marrying an undertaker would doubtless be required to carry a bouquet phone-shaped like a coffin; the bride of a pork butcher a bouquet resembling the carcass of an eviscerated pig; while the lady who had the temerity to wed a surgical instrument maker might feel seriously embarrassed at having to bear to the altar a floral model of an artificial leg or stomach-pump.

The latest idea is to build a new suburb upon the site of the Wembley Exhibition. That being so:—Hand me my harp from yonder willow-tree;

Colonel Stewart and his wife, well known at Brooklands motor track, riding alternately a French motor-cycle with a 350 c.c. British engine, on Monthery track, Paris, broke the 24 hours' long-distance record of 66.33 m.p.h. held by Italy. They averaged 62.3 m.p.h. for the 24 hours.

And let me wail in anguish "Ichabod!" For surely has thy glory gone from thee, Dear Wembley, since upon thy honoured soil thou hast erected the usual ghastly villas, Where once in their impressive grandeur stood Those emblems of our British Empire's pillars, Whose India's ornate pile its proud chest raised Will doubtless stand some zinc-roofed Social Club; And where Hongkong's soft silkworms spun and grazed Will no doubt rise some crude, unlovely pub. There, on the spot where first I learned to quaff The burgundy from far Australia's shores, They'll probably erect a drinking-trough; Or even a Co-operative stores. There, where New Zealand reared her lofty head, Likely may stand the suburb's refuse-dump; And where glowed many a bright-hued flower-bed May rise a garage and a petrol-pump And on the Stadium's site, where once tattoo And pageant flamed our brasses and roused our hearts, I seem a monster cinema to view, Announcing "Ashes of Empire—in Three Parts."

I see the Southern Railway is to build a new station between Purley (Surrey) and Coulsdon. I have long held the opinion that this enterprising line badly needed another station for its trains to stop outside of.

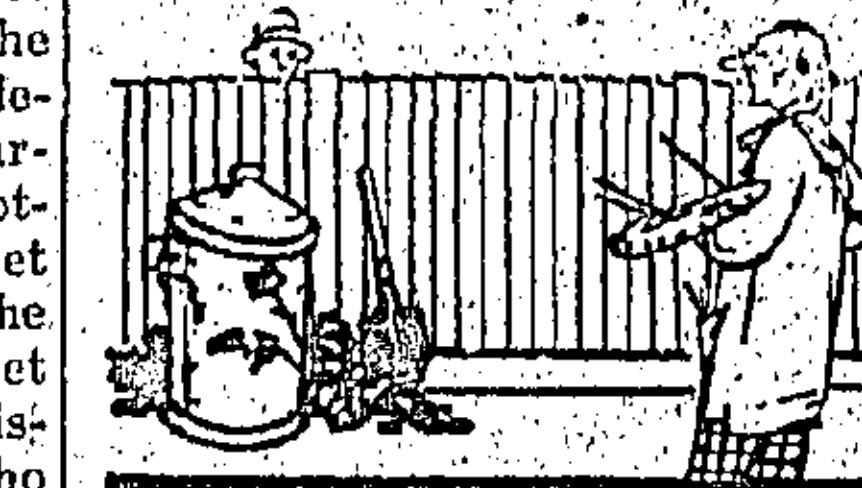
STERNE HOLIDAY GUYED.

F. W. L. W. C. H. D. R. W. C. H. W. L. L.—This charming little Welsh beauty-spot is one of the most unfrequented resorts imaginable, as hardly anyone can pronounce its name sufficiently accurately to ask for the necessary railway ticket, and consequently visitors are few, those that do arrive being such as have taken the wrong train. The surroundings are typically Welsh. When the mist lifts from the village (which it never does), the view, according to the picture postcards, is very fine; and when the famous falls of Pwllchddrchwyl are in spate (which they never are), they are alleged to rival Niagara—not in size, but in wetness.

The local peasant-women all go about in the well-known fairy god-mother type of costume, while the men wear the traditional garb of their ancient Druid ancestors. The principal industries of the village are snaring Welsh rabbits, repairing leaks, and over charging tourists.

Pwllchddrchwyl has the distinction of being the only village in Wales where Mr. Lloyd George didn't go to school; and there is still standing the old grey-stone schoolhouse to which he never went.

So great has been the success of the London Gardens Championship, organised by one of the leading daily newspapers, that I am hoping that the idea may be developed along other lines and afford us Londoners a chance to show the stuff we're made of. Some enterprising journal, might suitably offer a prize for the most picturesque backyard, and in anticipation



thereof I have already painted honeysuckle and humming-birds on the surface of my sanitary dustbin. I think I shall have the dog's kennel thatched, and perhaps add a veranda and a dovecot. Tell me, how would it do if I had it dis-tempered brown, and with the aid of my dear old aspidistra and the calico rose I saved from Rose Day, camouflaged it as a rock garden?

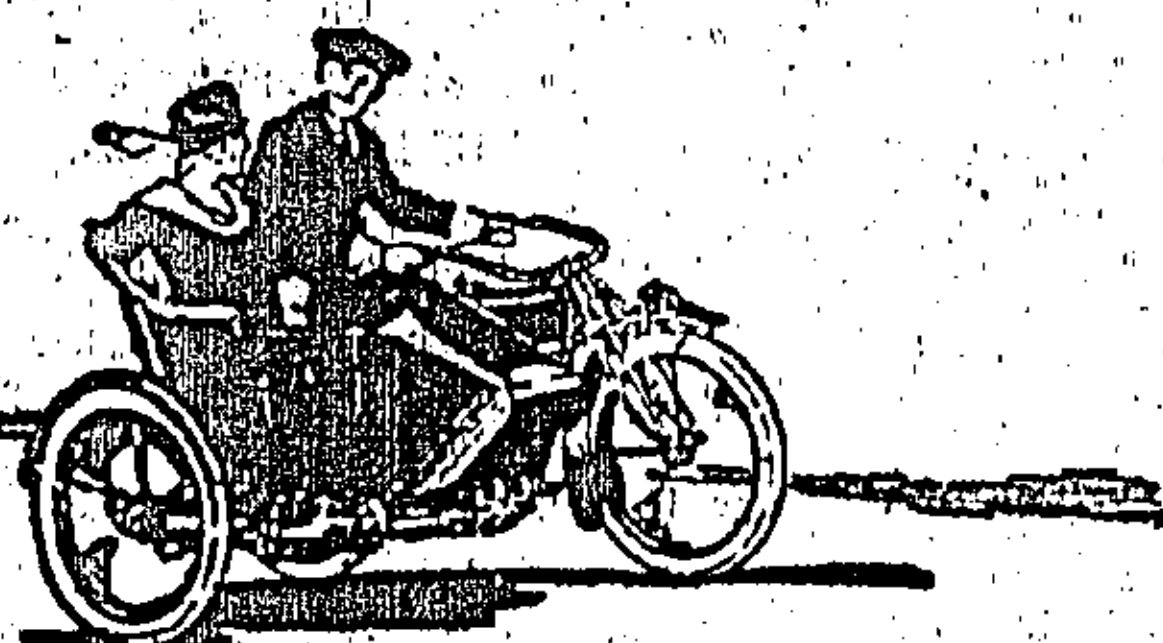
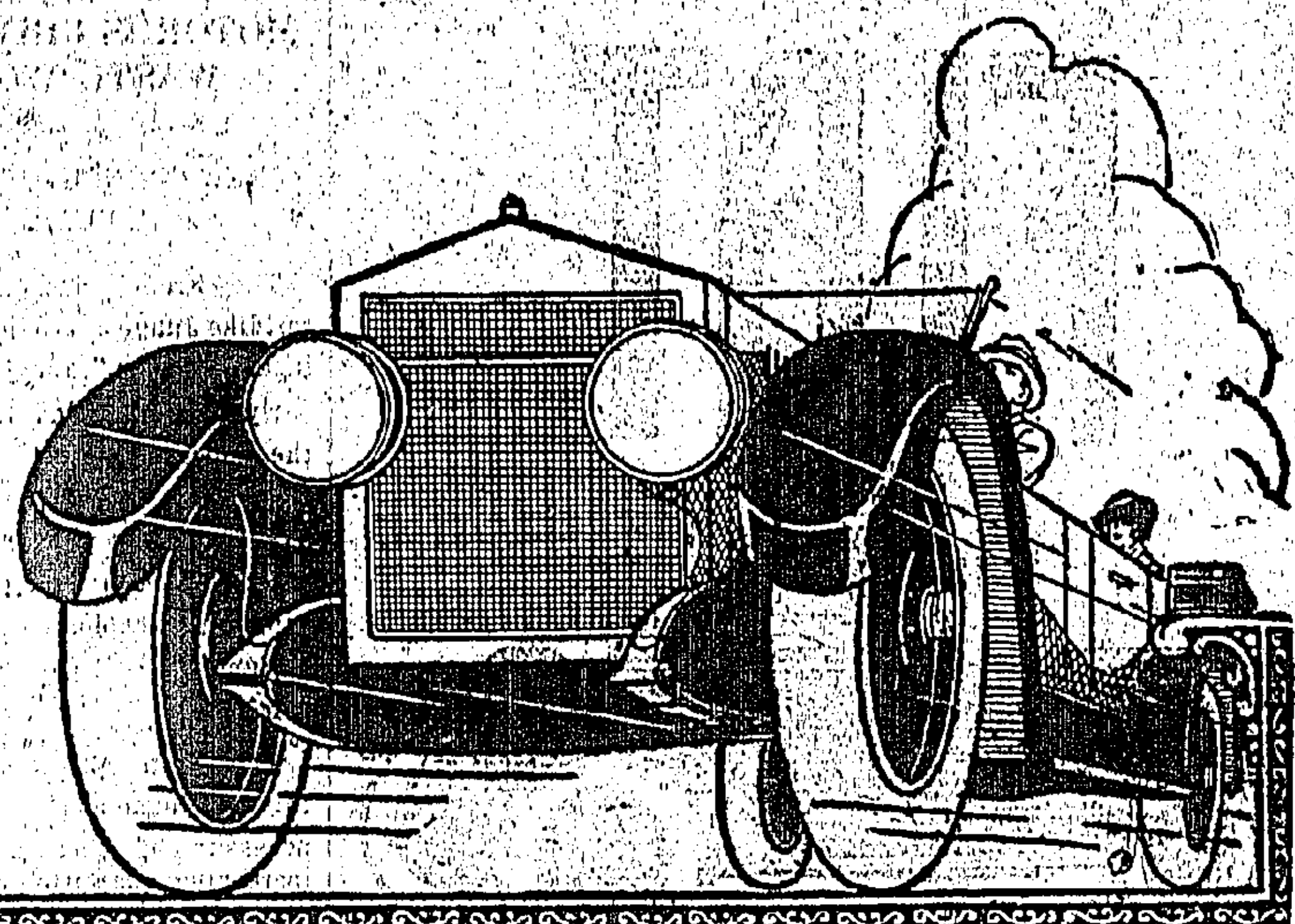
At the opening of the Royal National Eisteddfod at Swansea the Cunard Steamship Company presented to the corporation the Red Dragon flag of Wales which was flown at the masthead of the Eisteddfod ship Scythia, in which the Welsh pilgrims from the United States crossed the Atlantic.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 18th. SEPTEMBER, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

Emergency Services.

When will some drivers understand that such essential emergency services as ambulances and fire-fighting machines must be given right of way? A most flagrant instance of the indifference shown by some drivers occurred the other afternoon on the Stubbs Road whereby an ambulance lost valuable time on account of the almost criminal disregard displayed by ordinary road-users. Not very far from the foot of the road in question, recent storm damage carried away a portion of the road space, with the result that only one car can pass at a time. As it happened, a previous traffic jam at the foot of the road caused about a dozen cars to commence the ascent closely behind each other. Upon approaching the narrow road-way, the car leading the procession noticed an ambulance at about the same distance from the other side, but instead of recognising the importance of it being unhindered, proceeded to "speed up in order to pass the "one car" space first. The following drivers accepted the bad example set by the leader, with the result that the ambulance was compelled to wait while a dozen or more car loads of joy-riders proceeded on their way to Repulse Bay. In other places the impeding of either an ambulance or fire engine is an offence punishable by a fine, and the sooner such a law becomes effective here, the better. We wonder, how any of these thoughtless folk would feel if an accident had been met with and they were compelled to prolong the journey to hospital on account of other people's selfishness, or, if their house was on fire, and the arrival of the fire-fighters was similarly delayed? The man in charge of either ambulance or fire engine should be instructed to report vehicles which cause obstruction.

Heavy Vehicles.

An interesting item is published elsewhere in this issue in which it is stated that the Chief Constable of Breconshire has given a friendly warning to the Automobile Association that action will be taken against drivers of heavy vehicles who travel at an excessive speed. The lesson may well be taken to heart in Hongkong, for it is a notorious fact that heavily laden lorries frequently travel at a speed which is unquestionably "to the common danger." Heavy vehicles have not the flexibility of ordinary pleasure cars, and furthermore, they cannot be expected to "pull up" as quickly. Especially is the danger noticeable on the road down the Peak, and although a speed limit is prescribed the majority of lorry drivers ignore it.

Pedder Street.

The repaving of Pedder Street is proceeding apace and it will not be long now before it is again opened to traffic. The centre of the street which was previously marked out in white lines for the guidance of drivers parking, is again being marked in a similar way, with the exception that white tiles are being inlaid in place of the painted lines, which, of course, needed constant repainting. No doubt this permanent method will prove more satisfactory, and we hope to see it employed elsewhere in the Colony.

Dangerous Bends.

Quite a number of professional drivers are in the habit of signalling cars coming from the rear to overtake them on dangerous bends. Although some drivers may thoughtlessly take notice of such ill-timed signals, employers should give emphatic instructions to their chauffeurs that on no account shall a blind corner be taken on the wrong side, irrespective of whether there is a car ahead or not.

Stubbs Road Corner.

When travelling Eastwards along Morrison Gap Road with the red signal at the foot of Stubbs Road against the driver, the car should be stopped at least thirty yards before reaching the corner. At the present time, many drivers pull up almost at the actual corner itself, with the result that a driver coming down Stubbs Road and turning West into Morrison Gap Road, is liable to collide with a stationary car on his right. The road is narrow, and there is a poor chance of negotiating the corner safely with unexpected obstruction immediately around the corner. We see no reason why a signal light should not be placed on either side of Morrison Gap Road, clearly indicating the stopping place of cars when the signal is against them.

New Models.

The latest models of the Harley Davidson motor cycles have reached the Colony and may be seen at the premises of Mr. Gascon, the local agent. There are several important improvements both in regard to the machine itself and the sidecar. Those who are interested should make a point of calling on the Gascon Motor Company.

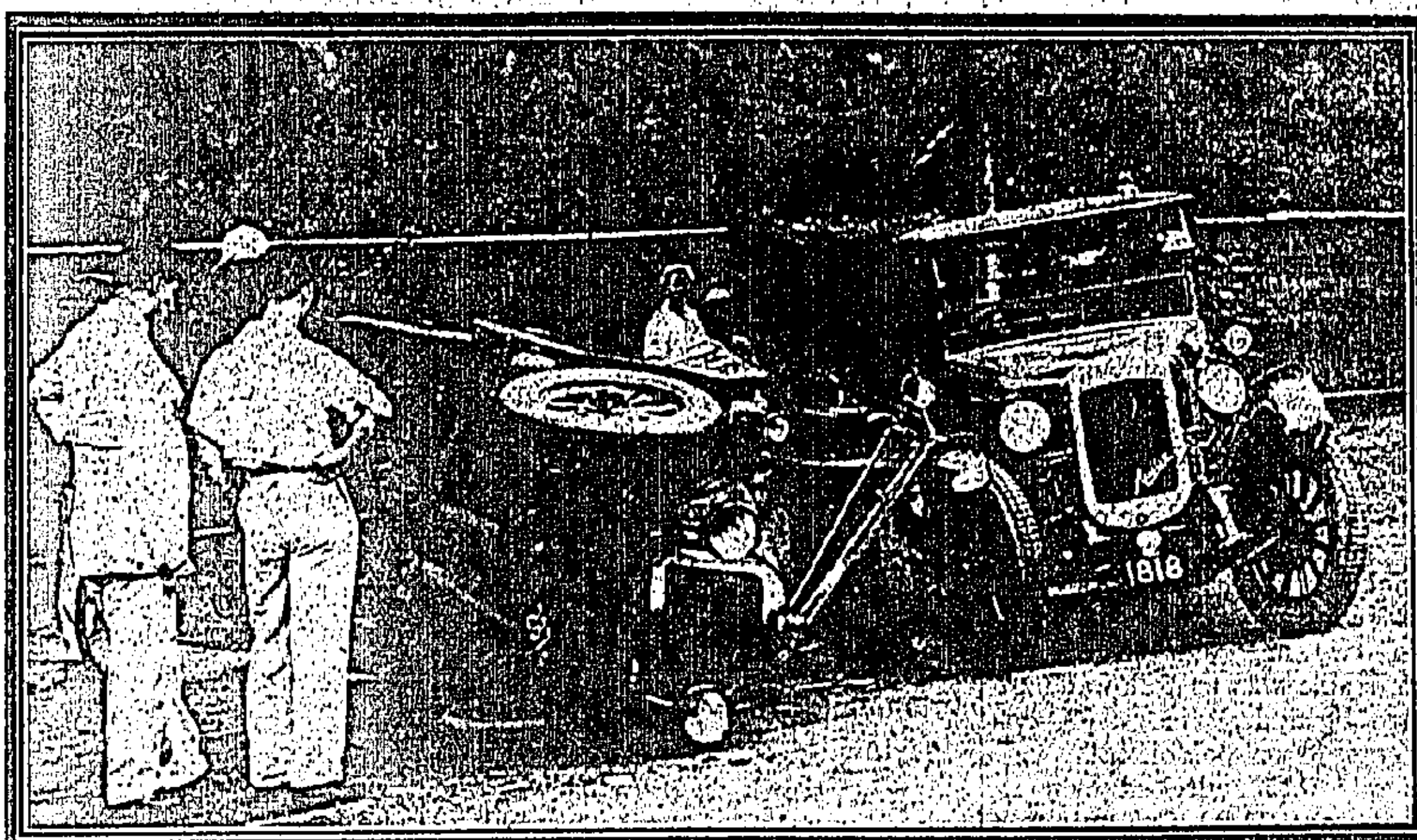
Car and Cycle Trials.

The Bombay Cycle and Car Club organised some interesting acceleration tests in the first week of July on the newly constructed World Sea Face Road. In spite of rain, there was a large number of spectators, and much interest was displayed in the competition, which was a test over a measured 100 yards. The fastest time among the cars went to Mr. F. D. Petit in his Vauxhall, who did the 100 yards in 8-1/5 seconds. The best time for a motor cycle and also the fastest time of the day was achieved by Mr. L. Hudson, riding the Sunbeam, being 7 seconds. Fine timing was also put up by Mr. D. F. Sell on his single cylinder fixed engine Singer who did the 100 yards in 9-3/5 seconds in three of four runs. A standard Chrysler Six, two seater complete with full equipment in the unlimited car class put up the good time of 9 seconds. Mr. R. L. Wordley kept the most consistent time in the motor cycle class, coming first in three events with a 348 (A.J.S.).

AUSTRALIAN ROADS.

Included in the Australian Budget recently introduced was a proposal for a Commonwealth contribution of £20,000,000 in 10 years, towards State road construction. To assist in raising this sum it is reported that the duty on tyres will be increased by 15 per cent., that on chassis by 25 per cent. and that on petrol by 2d. per gallon.

ACCIDENT IN FRENCH CONCESSION



Morris car lying on its side after it had skidded and finally crashed into an Austin car, recently on Route Pichon, Shanghai. The owner of the Morris, Mr. Laletta, was driving at the time of the accident, but luckily escaped unhurt. Mr. Cheng is the owner of the Austin, which received only slight damage.

ROMANTIC RISE.

MORRIS £3,000,000 OVER-SUBSCRIBED.

Another step in the romantic rise of Morris Motors was made on July 12th, when the issue of 3,000,000 7½ per cent. Cumulative Preference shares of £1 each was immediately over-subscribed.

So great was the rush of applications that the list had to be closed at 11 o'clock in the morning, when applications for more than twice the amount asked for had been received from London alone.

Applications from the provinces will be received to-day (July 13) and are likely to swell the applications to considerably more than treble the desired sum.

So enormous was the demand for prospectuses that fresh quantities had to be printed, and the agents state that the number of prospectuses sent out was at least treble that of any other large company which they have handled.

Africa has doubled its use of motor vehicles within the past four years. In 1922 the number registered was 65,757, and by the end of 1925 it had reached 147,689.

COMPULSORY INSURANCE.

OPPOSED BY AMERICAN A. A.

Washington, Aug. 21st.—The American Automobile Association has announced its opposition to any programme for compulsory automobile insurance.

The national motoring organization believes that such an insurance will place a heavy financial burden upon auto owners and will not accomplish any benefits beyond payment for injuries and damages.

Such a law, association officials claim, would tend to increase lawlessness and reckless driving. "There is no relation between prevention of accidents and compensation for accidents," they say.

MOTORS IN PERSIA.

There are at present more than 30,000 passenger cars in service in Switzerland. At the recent automobile exhibition in Geneva there were 81 motor vehicle exhibitors, of whom three were British.

HEAVY VEHICLES.

EXCESSIVE SPEED DANGEROUS.

The Automobile Association London has received a friendly warning from the Chief Constable of Breconshire that numerous and continual complaints have been received from practically all parts of the County, to the effect that heavy motor vehicles are being driven at a speed far in excess of the limit prescribed by law, and frequently to the common danger. The Chief Constable therefore proposes to take action in any instance in which the Police of this County find evidence of such vehicles being driven at excessive speed.

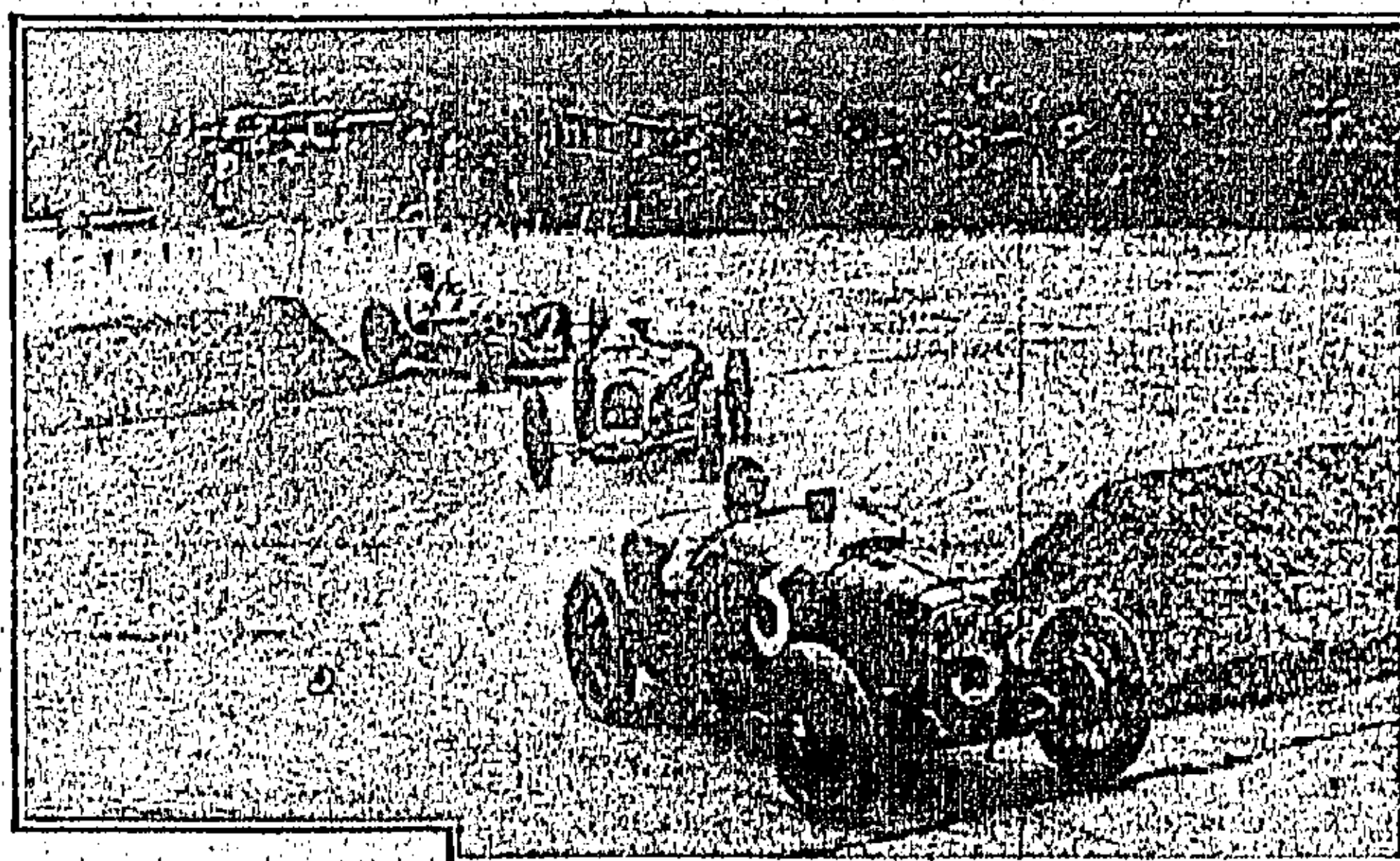
POLICE TRAPS.

WARNING NOT A CRIME.

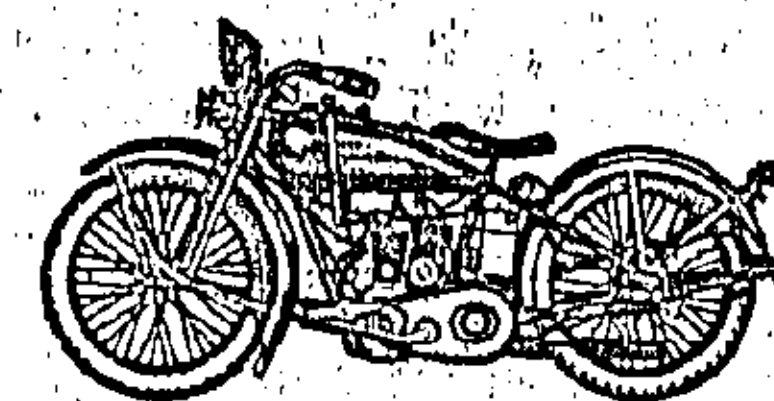
London, Aug. 16th.—An automobile association scout, formation of a speed trap, was freed by a London magistrate who ruled that it is no crime to warn people against breaking a law.

The officer who arrested the scout complained that the motorists came through the trap at an exceedingly low speed and jeered at him as they passed.

MOTOR GRAND PRIX AT BROOKLANDS.



The first Grand Prix motor-race to be held in England was decided at Brooklands on Saturday August 7. Sandbanks were arranged on the course to form humpback bends, and our photograph shows three of the cars taking one of these turns.



THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)

Telephone K.1242.

Our 1927 Harley-Davidson
Cycles are now here.
BOOK YOUR ORDERS EARLY.

REPAIRS ON ALL MAKES OF MACHINES
UNDERTAKEN BY FACTORY TRAINED
MECHANIC.

ALL WORK GUARANTEED.



Behind universal preference for Gargoyle Mobiloil, stands performance. Behind that performance stands quality, while behind that quality stands a manufacturing policy that does not tolerate the slightest variation from accuracy.

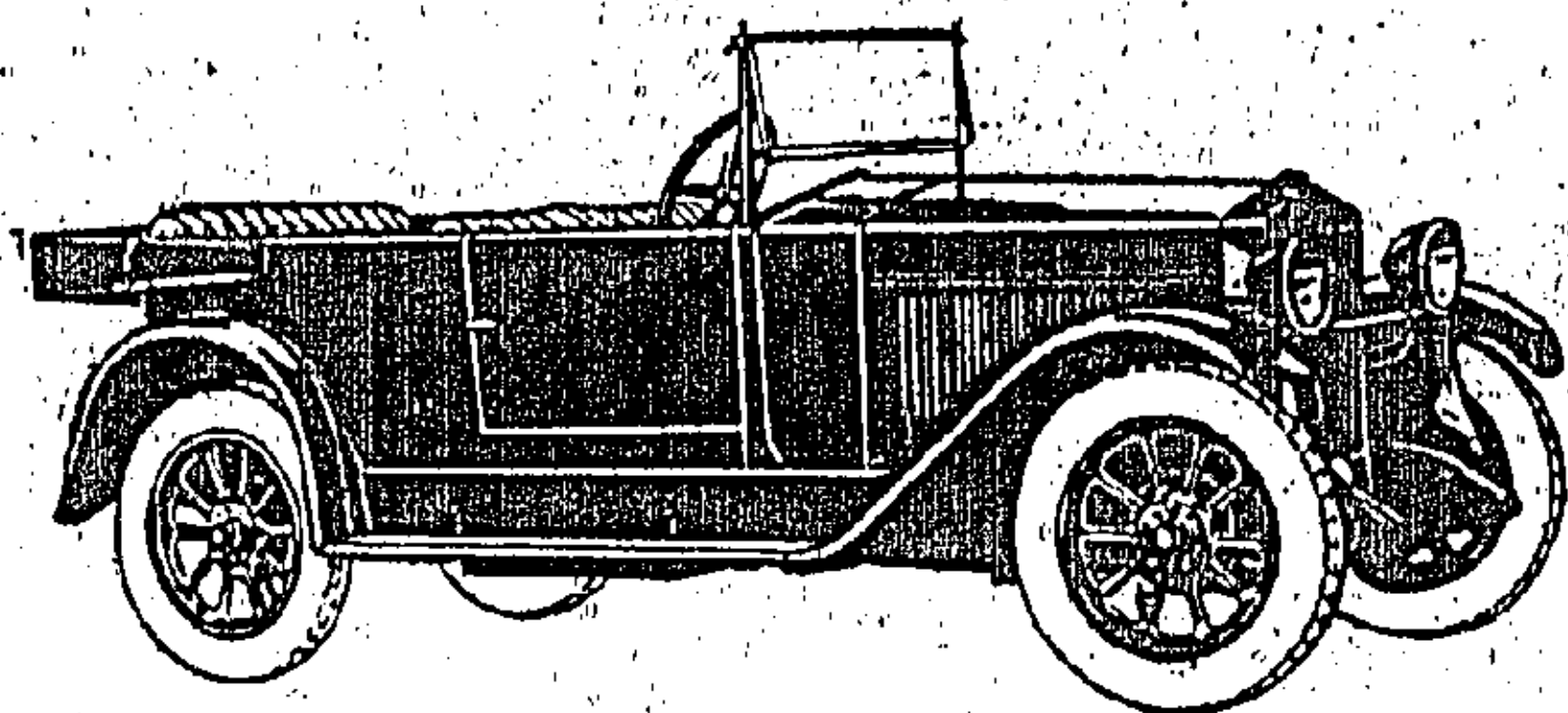
You can depend upon an oil made like that! You can recognize the difference in the operation of your engine the moment you take the wheel.

VACUUM OIL CO.

A firm in Surrey advertises that it will give 50 gallons of petrol to anyone purchasing any of the three cars appearing in their advertisement. This is quite a good scheme and could be easily extended. The Motorist asks why not the wages of a good chauffeur for say, 12 months?

Experiments have been made recently to determine the influence of air temperature upon the rate of wear of tyres. For a rise in atmospheric temperature of 60° it was ascertained, according to the figures issued, that the rate of wear increased approximately 700 per cent.

FIAT



Have you seen the little "FIAT" yet, with a metal frame body, 4 wheel brakes, Balloon tyres, and low gasoline consumption.—the car with a name behind it?

A trim little motor, noiseless, smooth, will take you up any hill—no overheating—reliable!

Spare parts stocked and every attention given by our service station, the Duro Motor Company.

Ask them for a trial spin, no obligations.

FIAT 509

Fiat Model 507 4 seater Torpedo	\$1900
2 " " " "	\$1753
4 " " " de Luxe	\$2050
2 " " " " "	\$1800

1st shipment sold out
2nd " arriving shortly

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MANAGERS:—A GOEKE & CO.

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FORD OWNERS

Arrangements have now been completed whereby Ford Owners are enabled to purchase

GASOLINE and TYRES

AT REDUCED PRICES.

ANDREW HARPER

AUTHORISED FORD DEALER

6, Queen's Road Central Tel. C. 4895.
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MICHELIN TYRES

GENERAL AGENTS & DISTRIBUTORS
FOR SOUTH CHINA

The EUROPE-ASIA TRADING Co.

1st Floor, Pedder Building, 12, Pedder Street.

Ask for the—

NEW MICHELIN PRICE LIST

Showing Latest Reductions

NEW STOCK EVERY WEEK

MOTOR IS DRIVEN ON WASTE WOOD.

NEW FRENCH CHARCOAL FUEL.

The French automobile engineer, like Judge Jarrigue, "is a very ingenious man," and just as in its early stages he led the world in the construction of the internal combustion engine, so now the French are the pioneers in the use of the suction gas-producer to supply the explosive agent in replacement of gas from motor spirit.

The prime motive underlying this development is the compelling necessity of checking the ever-increasing quantities of petroleum products which must be imported from foreign countries. As one of the advertisements of a well-known make of gas-producer reads: "Why pay 100 francs to the American Oil King, instead of 20 francs to French charcoal-burners?"

And that such an economy can be effected is borne out by official figures checked by responsible and disinterested people. Recently a Ford ton van, fitted with a gas-producer weighing 353 pounds, underwent an official test under the auspices of the Automobile Club of France, and some interesting figures were subsequently published.

Result Of Test.

The weight of the vehicle, ready for the road, and with a load of 900 bricks, in addition to its driver and two passengers was 4,724 pounds, two and one-tenth tons. The timetable was as follows: 9.07 a.m. fire lighted, Pairs: 9.08, engine started on petrol, 9.12, van moved off; 9.15 switched over to charcoal gas; 11.20 five minutes halt, to recharge with charcoal; 12.25 p.m. stopped for luncheon; 2.11, left for return journey on petrol; 2.15, switched over to charcoal gas; 3.45, five minutes' halt to recharge; 5.15 arrived, Paris.

The total distance covered was 100 miles. Actual running time was 6 hours 7 minutes, or an average of 16½ miles per hour; highest speed, 21 miles per hour; consumption of petrol, 3 pints; consumption of charcoal, 87½ pounds.

Drawbacks Of Charcoal.

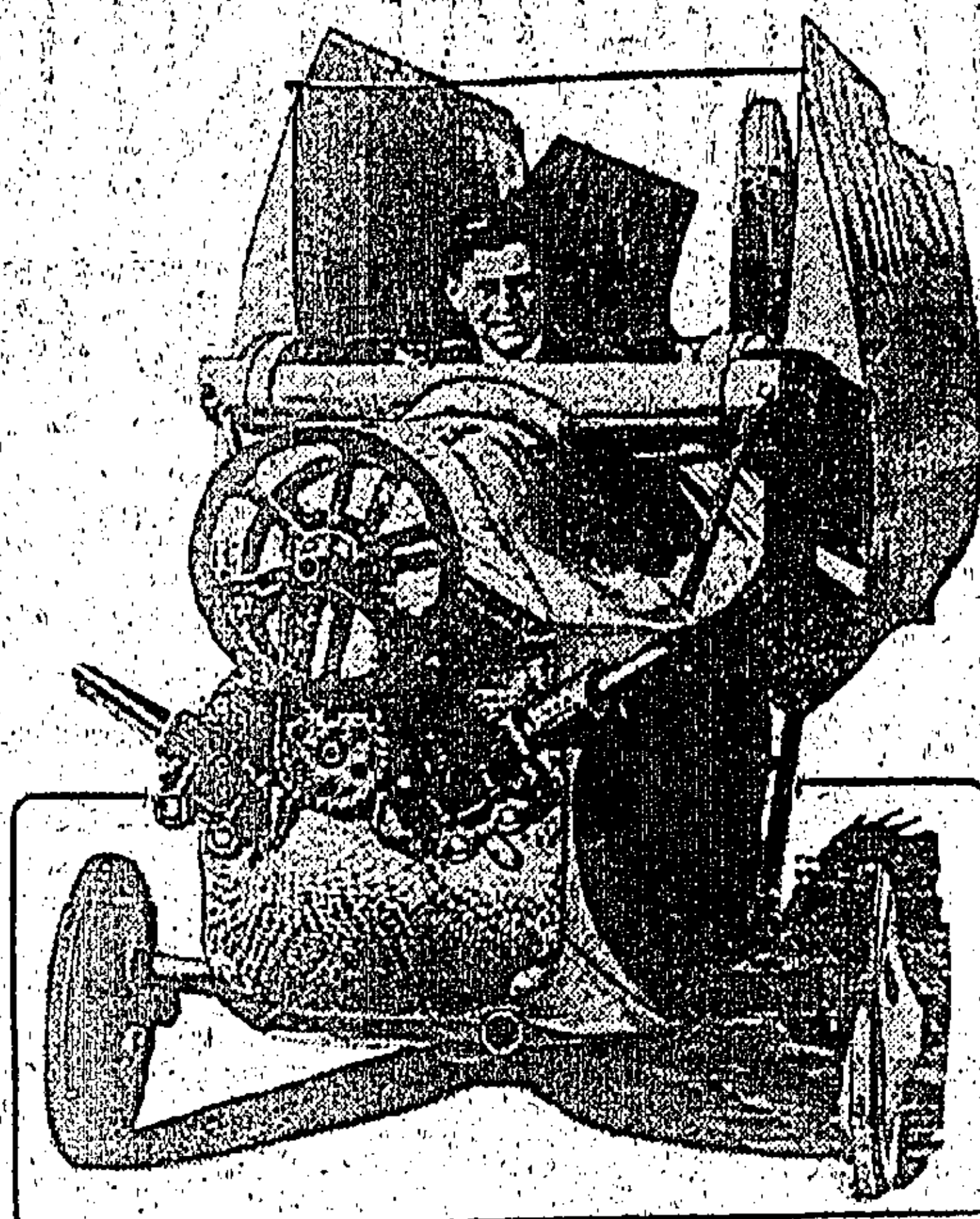
It will be noticed that ordinary wood charcoal was used in this test, but, as all users of this fuel for the production of water-gas are aware, charcoal has three very serious drawbacks:—It is hygroscopic, i.e., it takes up moisture very readily, and should not be exposed to rain; it crumbles readily, making dust, which renders the gas difficult to keep clean; it is very bulky for its weight. It is claimed that all these disadvantages have been eliminated, and an ideal producer fuel obtained, by the introduction of a briquette, in spherical form, made from charcoal dust.

This fuel, which is known as "carbonite," is now being produced in the vicinity of Bayonne, in the southwest of France, close to the immense pine forest which covers the neighbouring Department of the Landes, and whence its supplies of raw material are derived.

Some remarkable results have been obtained by the use of carbonite in gas producers fitted to heavy lorries. Last year an open competition was held in France, under the auspices of the Automobile Club of France and Belgium, and among the competitors was a Panhard Levassor lorry, fitted with a gas producer, and using "carbonite" only. The lorry, of 20-horsepower, weighed, with its load, over eight tons, and developed an average speed, over the whole course of 1,380 miles, of 18 miles an hour; the average consumption of fuel was about 1.3 pounds of carbonite per mile. The vehicle completed the entire distance without a mechanical stop, although the roads were in bad condition in parts, having been cut up during the war. At the end of the journey the generator was found to be absolutely intact, and no clinkering had taken place.

Tractors are also being driven with charcoal gas in France. A timber merchant in Boulogne makes his own charcoal fuel from the wood waste of his sawmill, and with producer gas derived from this valueless material his tractor may be seen daily hauling a 20-ton load through the streets of the town.

A FLYING MOTOR CAR.



A successful test of the "Aeromobil," a German invention proved that this vehicle can be used either for an Automobile with wings folded or as a light aeroplane with wings unfolded. With wings folded and the propeller removed, as shown, it is a one-seater automobile which can be housed in an ordinary one-car garage.

IN SWITZERLAND.

General reports from Iraq and Persia state that the number of automobiles in these areas is increasing steadily. For some considerable time a regular transport car service for passengers and mails has been operating between Beirut and Bagdad, a direct distance of some 600 miles.

A Reuter message from Copenhagen runs as follows:—In a few weeks' time it is expected that all policemen on point duty at cross roads in Copenhagen will be removed, having been rendered unnecessary by an automatic traffic regulator, the invention of a Danish engineer. The "mechanical policeman," as the device has already been dubbed, works quite automatically by means of clock-work and shows a red light for "stop" and a green light for "proceed." To give time for traffic proceeding in one direction to get clear before the opposite stream is allowed to move, a bell will ring about twenty seconds before the signal changes, and a red light will be shown in all four directions. The device has been completed in consultation with the Copenhagen traffic authorities and is said to work efficiently. I doubt, however, if there is any truth in the report that mechanical pedestrians are to be introduced so that motorists can practice homicidal driving without the vexation of seeing the victims pick themselves up "apparently unhurt."

A Cheap Motor Fuel.

In Great Britain the problem of a cheap motor fuel wears a slightly different aspect, for, although there is an abundance of waste wood which could be carbonized, no extensive forest are available for constant supplies of timber, as in France, and to a much greater extent, in the British dominions. On the other hand, England has an immense resource in her coal fields, and a very pressing problem still lacking a solution is how to find a sustained demand for the product of the bituminous coal mines. Fortunately, as has been recently shown by blending, in certain proportions, coking and non-coking coals and carbonizing briquettes made of the mixtures at a suitable temperature, an ideal producer fuel is obtained, very similar in texture to carbonite, but with a considerably higher calorific value.

Peat and lignite coke can also be utilized very effectively. It seems as though this cheap and safe fuel for internal combustion engines would gradually replace gasoline, except for luxury automobiles and airplanes, thus conferring an inestimable boon upon those countries where wood is abundant and liquid fuel has to be imported.

A New Light Weight Overland The "Whippet"

We have pleasure in announcing that the Willys Overland Co. is now in production on an entirely new type of small, light car, FAST, POWERFUL, ECONOMICAL TO RUN, LONG LIVED.

Very aptly has this addition to their already fine line of models been named the "Whippet," it has more speed than the greyhound with all the tenacity of the terrier.

Absolutely new design.

Speed, over 55 miles per hour.
Acceleration, 5 to 30 miles in 13 seconds.
25 or more miles to the American gallon.
250 miles to quart of oil.
20,000 miles to a set of tyres.
Four wheel mechanical brakes.
Irreversible Steering.
56 inch tread.
Conventional springs.
29 x 4.40 Cord Balloon tires.
Engine developing 52 horsepower.
Remarkable acceleration.
Low hung body of very pleasing lines.
Finished in Blue lacquer.
Ample room for passengers.
Plenty of clearance for rough roads.

This car is produced after exhaustive experiments with European light cars, it combines the best practice of Europe and of the United States. It has the specifications of a large expensive car with reduced measurements. It creates a new standard of value. You want the latest improvements and can't afford to buy a new car until you know all about what Willys Overland has designed.

THE FIRST TWO OF THESE CARS WILL ARRIVE SHORTLY

Full Particulars from:—

THE UNIVERSAL AUTO SUPPLY CO.

61, Des Voeux Road Central.

P A C K A R D

You need not be a millionaire to own a Packard limousine.

The fact that Packards predominate in the homes of millionaires simply means that money cannot buy a better car.

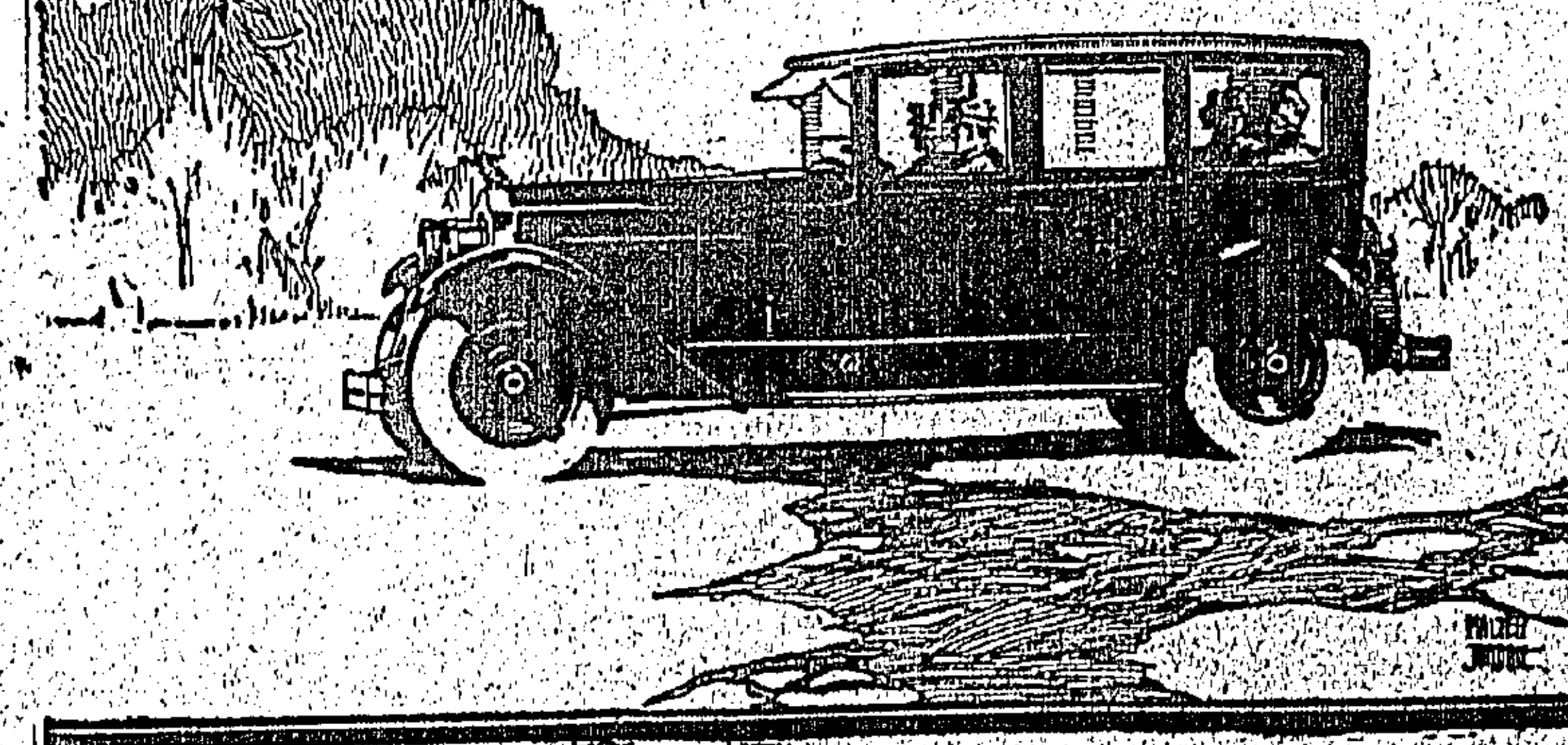
Judge critically each feature of design, test carefully every performance claim, compare throughout with any other car.

Then ask the price!

The Dragon Motor Car Co., Ltd.

33, Wong Nei Chung Road, Happy Valley.
Tel. C. 1246 or 1247 (2 lines) Hongkong.

ONLY PACKARD CAN BUILD A PACKARD



JOIN



THE HONGKONG AUTOMOBILE ASSOCIATION

A Few Advantages:—

10% Off Motor Car Insurance
Reduction in Off Gasoline Bill
Free Legal Advice
Free Mechanical Advice
Associate Membership of the R. A. C. and A. A. London.

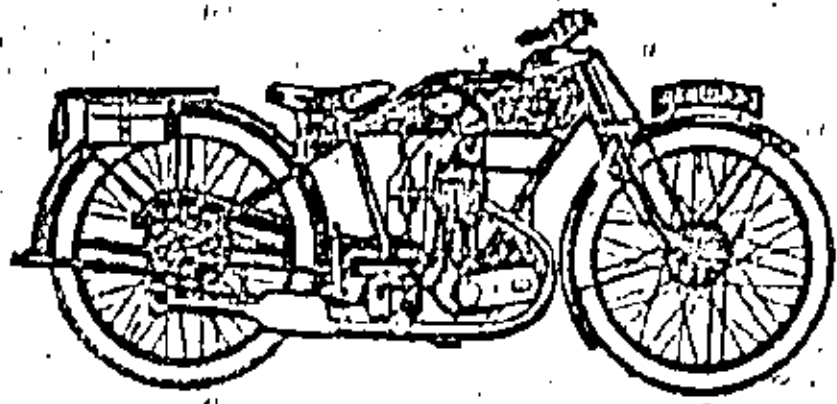
All Communications for Membership etc. to
REV. G. E. S. UPSDELL
Hon. Secretary,

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The 9/20 h.p. ROVER Car - 1926

DEMONSTRATIONS OF
THE SPECIAL COLONIAL
MODEL BY ARRANGEMENT
WITH THE HONGKONG

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33-35 Des Voeux Road,
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We have a REPUTATION
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TEED Machines.

Our terms are right and the
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AUSTIN SEVEN MOTOR
CARS
(3 Models)

STOCKS CARRIED

Alex. Ross & Co. (China), Ltd.
No. 1A, Chater Road.

MOTOR NEWS FROM GREAT BRITAIN.

BRITISH TRADE OVERSEAS INCREASING.

500% INCREASE IN EXPORT OF MOTOR CYCLES.
(BY "R.A.C.")

STATISTICS OF EXPORT TRADE.
Some information recently issued by the Statistical Department of the Society of Motor Manufacturers and Traders is very interesting as showing the development of British trade in the overseas markets. It appears that in 1923 the whole production of the British industry amounted to about 88,000 cars, of which about 6,250 were exported. In that year the export represented only just about 7 per cent. of the total production. By 1924 the aggregate production had risen to 132,000 and the export to about 15,600, or nearly 12 per cent. of the total. By 1925 the total production had risen to 153,000 and the export to over 29,000, or very nearly 20 per cent. of the total. It will be seen that, while the whole production has been almost doubled in the space of three years, the export in 1925 was very nearly five times as great as it was two years earlier and, in fact, amounted to not less than about one-third of the total production of 1925.

The figures in respect of motor cycles, issued by the British Cycle and Motor Cycle Manufacturers Union, are even more remarkable. In 1922 Great Britain exported 7,280 motor cycles, while nearly 16,000 were exported by America. Three years later American exports had risen by about 50 per cent. reaching a total of a little less than 24,000. Meanwhile, British exports had risen by over 500 per cent. and had reached the excellent annual total of 46,642. Provided that the rate of export for the first three months of 1926 is maintained, the aggregate overseas trade of this year should amount to not less than 60,000 machines. This year's Car Show at Olympia opens on October 21st and the Motor Cycle and Cycle Exhibition on October 4th, and it will be interesting to see whether, by that time, still further significant figures are available.

MOTOR CYCLING SUCCESSES.

The success of British motor cycles has undoubtedly been largely influenced by their victories in races and trials throughout the world. I read in "The Motor Cycle" that among events recently won by British machines are the French Grand Prix, the Italian Grand Prix, the Austrian T.T., the French Twenty four Hour Road Race and the German Solitude Road Race. In the Austrian T.T. the winning machine was a 3.49 overhead valve B.S.A. similar to that which recently won the Three Mile Solo Championship of Western Australia. In the Czechoslovakian 1,000 Kilometer Reliability Trial ten B.S.A.s were entered and ten finished without losing a mark, gaining ten Gold Medals and the Team Prize.

Even in those cases in which foreign machines are successful,

one frequently finds that the winning cycles are fitted with British engines. Thus the winner of the Donzelle Hill Climb in Switzerland rode a machine fitted with a Villiers 122 c.c. engine, which attained this success, despite its small dimension, on a climb having a gradient in places of about 1 in 3. In France a foreign machine fitted with a 172 c.c. Villiers engine has lowered its own world's record for its class for the standing kilometre. In British motor cycling events the foreigner nowadays seldom makes anything of a show. Particularly in reliability trials, he is up against a very stiff proposition. A fair example of the sort of thing he may expect from his leading British competitors is to be found in the fact that in the 1925 Edinburgh Run sixteen "Matchless" machines started and obtained fifteen gold medals. In the London to Land's End Run seventeen "Matchless" machines were entered and seventeen finished, gaining nine gold and eight silver medals and a special prize for silence.

NEW MODELS.

Some quite interesting new British models of motor cycle have recently been introduced in what may be called the 5-h.p. class. Thus the latest Budget Whitworth is rated at 4.99 h.p. and is guaranteed capable of gaining a speed of eighty miles an hour. As normally delivered from the Works, however, the compression is somewhat reduced for ordinary touring purposes by the fitting of a plate on the base of the cylinder. With the compression raised by the removal of this plate and with special tuning up, speeds of well over ninety miles an hour have been attained.

The latest Triumph production has an engine of 4.94 c.c. capacity and is known as the de luxe Sports model. It is quite distinct from the Model "E" and does not replace or compete with it. Amongst special details of design one notes the aluminium alloy piston with a fully floating gudgeon pin bearing directly on the metal of the piston; also the oil filler on the rear of the gear box so positioned that it is impossible to overfill the box. The new model is marketed at a low price and should have a very wide appeal.

One of the many problems that confront the coachbuilder is the design of a body so as to be truly in keeping with the characteristics of the chassis. North is more ridiculous than a body on the lines of that of a racing car placed upon a chassis only capable of very moderate speeds. A very good new example of harmony as between the body and chassis is to be found in a special open touring body recently produced for use on the 14/30 h.p. four-cylinder and short 18/50 h.p. six-cylinder Armstrong-Siddeley chassis. The adjustable V-shaped windscreen, doors and stern are sloped at the same angle, producing a subtle suggestion of speed, which is further emphasised by the well-known V-shaped Armstrong-Siddeley radiator. Comfort is in no way sacrificed to appearance. For example, the front doors, owing to the deep wide slope of their leading edges and the fact that they are hinged to the centre pillars, make both entrance and exit an extremely simple matter. The driver's seat is rapidly adjustable without the driver moving his position, and the accommodation for tools and luggage is admirable.

According to "The Autocar" a coming development in the popular, open-closed inexpensive type of body will take the form of wind-up celluloid windows. The lightness, safety and ease of operation of this type of window in conjunction with an all-weather top is bound to lead to its extended use.

Certainly one of the most important recent developments in the British light car industry is the manufacture of comparatively low powered cars with quite luxurious saloon bodies. An excellent example is the new Galway Twelve. Under ordinary travelling conditions the power is adequate for the weight of the body, which is by no means great, though the accommodation is ample and, in fact, luxurious. There are, of course, some districts in which the type is unsuitable, but there are many others in the overseas markets in which a moderate priced, moderate

powered and fully enclosed car of this type should help materially to stimulate the demand for British vehicles.

DEVELOPMENTS IN MOTOR BOATING.

Very satisfactory business in British marine engines and, in fact, complete motor boats, in the overseas markets is resulting both from high quality and from moderate price. On the score of the latter, example of the Ailsa Craig fast runabout launch are being exported complete to China, largely owing to the price being lower than that of locally built vessels of similar type. This launch, which is just under 20 feet long and is fitted with an Ailsa Craig 10/14 h.p. four-cylinder engine unit, is capable of the high speed of sixteen knots, though the price in the home market is only £185. Not long ago the tender of the King's yacht "Britannia" was equipped with a similar Ailsa Craig installation, which is sufficient proof that quality is not being sacrificed for the purpose of cutting prices.

Messrs. J. W. Brooke & Co., of Lowestoft, are meeting with a very wide demand for their admirable range of marine motors. Recent deliveries have been made to the Sudan, Sierra Leone, the Straits Settlements, Holland, Germany, Barbados, the Argentine, Australia and the Falkland Islands. Messrs. Brooke have recently delivered some interesting shallow draught launches to Alexandria for the use of the Coastguards and Fisheries Department, while another interesting delivery is of a complete boat engine by the 10 h.p. four-cylinder Brooke "Empire" unit to South America, the point being that local timber is available at such low cost that it is seldom that a European manufacturer is required to send out more than the power unit to that part of the world.

Among other interesting recent deliveries is that of a 28 foot Thornycroft standard twin-screw cabin cruiser to Vancouver. The proximity of British Columbia to the United States and Canadian manufacturing centres, of course, makes it very difficult for British builders to compete in this market. The full construction of the vessel in question is based on that of the motor lifeboats built by Thornycroft for the P. & O. and other Steamship Lines. The power plant consists of two Thornycroft 9 h.p. engines fitted with combined reducing-reversing gears and giving a speed of 7½ knots. The vessel provides comfortable sleeping accommodation for four, the machinery being installed in a large open cockpit. An extension of the cabin roof affords protection to the engines, while cushioned seats are arranged round the cockpit, which can also be covered by a detachable awning.

Even on the Clyde, where the Engineering Trade as a whole is in a very depressed state, the leading makers of marine motors are doing well. Thus Gleniffer Motors, Limited, have just recently been obliged to start a night shift because, while the demand in their old-established markets remains steady, the recent receipt of large orders from overseas and particularly from the War East demand an increase in output which can only be met by an additional shift of workers.

Fines levied on motorists in England and paid into the Road Fund during the financial year 1925-26 amounted in all to approximately £165,000—about 2s. 0½d. per vehicle licensed.

Speaking at the Australian Transportation Conference, Mr. J. F. Cousins, one of the New Zealand delegates, said that New Zealand did not agree that there was a saturation point beyond which the sales of motor cars could not be pushed. The number of motor cars in ratio to the population was much greater in New Zealand than in Australia—in fact, to make the ratio equal Australian salesmen would have to sell an additional 250,000 cars, which meant practically doubling the number of cars in Australia to-day. The fear that the motor cars impoverished a country was illusory. America, the most wealthy nation in the world, had by far the most cars. Henry Ford said that America was prosperous because it had so many cars; not that it had so many cars because it was prosperous.

A NEW MOTOR FUEL.

LONDON OMNIBUS CO.'S EXPERIMENTS.

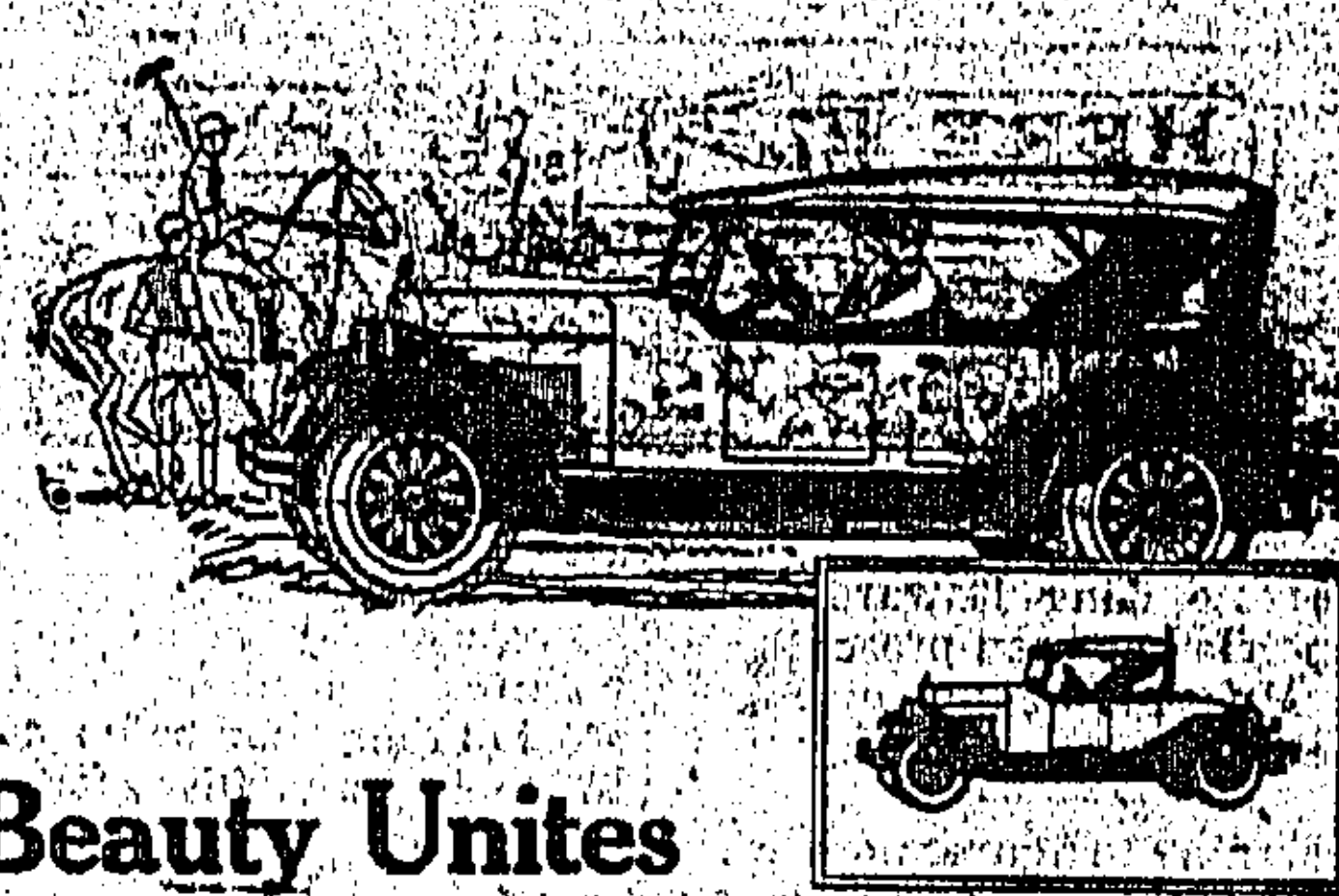
In the course of a very instructive paper by Mr. J. D. Ross and Dr. W. R. Ormandy, read before a group of engineers in London, the prospects for alcohol as a motor fuel were discussed. The authors of the paper described in considerable detail a series of experiments conducted by the London General Omnibus Co. in both bench and service conditions, and by Mr. H. E. Ricardo in his ingenious variable compression, single-cylinder engine.

Various highly interesting points are disclosed by the experiments, among them being that quite a small admixture of alcohol to petrol enables a very much higher compression to be used without detonation or "pinking," while with this high-compression pressure greater power can be developed than is obtainable with petrol employed at the maximum compression pressure practicable in present-day engines with the last-named fuel.

Compared with benzole, power alcohol has many advantages as an anti-pinking admixture, and may say roughly that, where 20 per cent. of benzole is necessary to eliminate detonation, 10 per cent. of alcohol will bring about the same result. The alcohol mixture used by the L. G. O. C. consisted of 100 parts of petrol and 10 parts of alcohol from which the water had been extracted, there having been added to the alcohol 2½ per cent. of methyl alcohol, 1 per cent. pyridine, 5 per cent. benzole, and a trace of colouring matter. This mixture remained fluid at 24° C. below freezing point. For starting from cold, and in general running the mixture was quite satisfactory, its anti-detonating qualities enabling ignition advance to be carried further than is normally possible.

Mr. Thomas Davies, a smallholder, of Sully, Glamorgan, was informed recently that a horse belonging to him had become entangled in barbed wire. Thanking his informant, he went to release the animal, which he found placidly cropping grass. When he returned to his bungalow a cash-box containing £130 had gone.

A proposal that the Tailor and Garment Workers' Union should send a delegation to meet the Russian Clothing Workers Union was defeated at the Leeds Conference of the Tailors and Garment Workers' Union.



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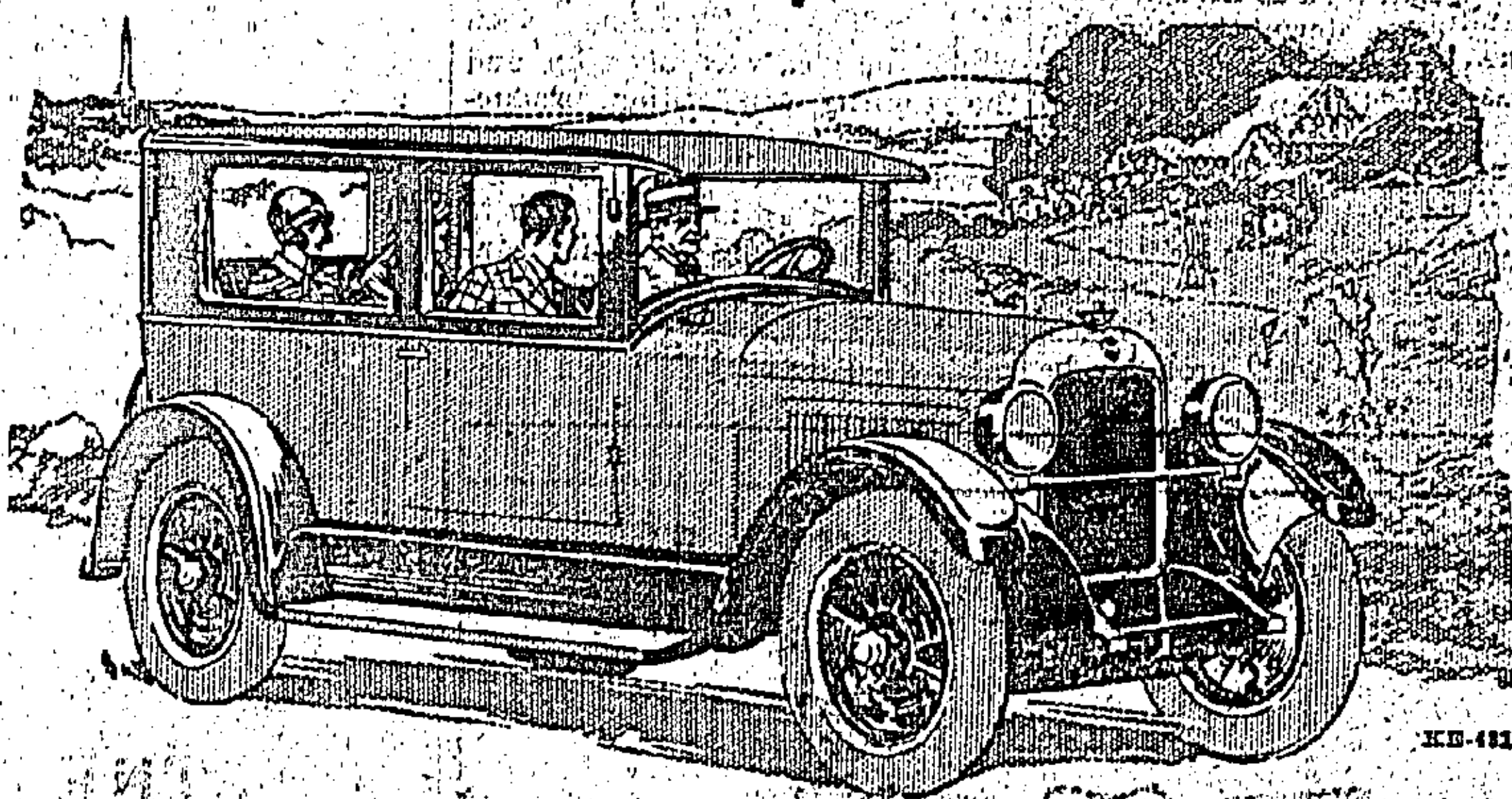
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The late King Edward's first automobile has been presented to Hull Museum as an object of general interest.

According to figures now available, French manufacturers exported about 100,000 more tyre-covers than those of the U.S.A. during 1925, although the American total for the year exceeded previous exports.

Some change appears to be desired in the present practice of dating British patents, and a Committee has been appointed by the Board of Trade to consider whether patents applied for under Sec. 91 for the Patents Act should commence from the date of application, either in this country or abroad, or, as at present, from some later date, such as that of the actual grant of the patent.

Mainly on account of the huge development of the motor industry in this city, the population of Detroit has grown from 285,704 in 1900 to 1,242,041 at present. It is now the fourth-largest city in the U.S.A.

Trials of mixed fuels, of which alcohol will form the major portion, are to be made at the forth-coming congress of chemists in London, to be held from July 19 to 23. Seeing that last year

about 80 per cent. of the world's automobile speed records were obtained on fuels containing alcohol there can be no doubt as to their suitability for power generation.

Roumania appears to be making very considerable progress as an oil-producing country. Production of crude oil during the present year shows a marked increase as compared with the figures established in 1925, which previously constituted a record.

A new race track has been constructed at Auckland (Johannesburg), where it is the first race meeting was held early in August.

Sheets of steel so thin as to be transparent and to resemble clear glass are said to have been produced recently at the Physical Technical Institute, Berlin.

A prophetic drawing which appeared in "Punch" in May, 1906, depicted a milestone of the future fitted with a shilling-in-the-slot device, whereby passing motorists could obtain supplies of fuel. While this forecast has not yet materialized, it is interesting in view of the shilling-in-the-slot Attachment, in conjunction with a petrol pump, in use at a garage near Manchester.

WHEEL-CHANGING.

A FEW WORDS OF ADVICE.

Wheel-changing as the result of a puncture or tyre burst, is, perhaps, one of the most common duties a motorist is called upon to perform when on the road. Yet one frequently sees cars held up with tyre trouble, in which three or four persons appear to be getting very hot and bothered, and little is being done towards the desired end. Modern cars are undoubtedly fitted with more readily detachable wheels than those of half a dozen years or so ago, but even now there is room for improvement. Perhaps the simplest wheel of all to detach is that on the Morris, which has only three nuts to secure each wheel. There are, of course, other light cars with three-point attachment, but in the majority

of cases there are at least four nuts, and in some cases as many as five or six, though usually this only applies to large cars. The wheel brace, or, as it should properly be termed, the nut brace, for loosening the wheel nuts is an admirable tool, which saves a great deal of time, besides being cleaner and handier to use than an ordinary spanner. Every car should be equipped with one of these tools.

QUICK WHEEL REMOVAL.

Given a good jack, a wheel brace, and not more than four securing nuts, it should be possible for any driver to remove a wheel, and put the spare in its place, inside five minutes, but to do the work in this time one must not only have the above-mentioned requisites, but the jack and brace must be kept in a convenient place. As a rule they are kept in a locker underneath one of

the seats, so that if the car is fully laden the passengers have to get out before they can be got at. A good plan is to have a special tool-box on the running board, capable of carrying these tools and also a pump, a tyre repair outfit, and, if possible, a spare tube and a tyre liner. With these tyre trouble can soon be overcome. It is advisable in the case of a car which has run several thousand miles, without any tyre trouble to check the tyre changing tools in order to see that none are missing, and if the car has been exposed much to rain or wet the wheel bolts might with advantage be loosened and greased.

HOW IMPROVEMENTS MIGHT BE EFFECTED.

Whilst the modern method of wheel attachment and the tools provided for wheel removal are a great improvement on the older methods, there is still room for

improvement. There are already on the market jacks which are an integral part of the chassis, and which can be arranged to lift two wheels simultaneously by simply turning a handle. There are also hydraulic jacks which are hand operated, and I believe there is a pneumatic jack on the market operated by compressor air, supplied from a little air compressor mounted on the car, primarily designed for pumping up the tyres. Possibly in the near future cars will be so arranged that either a jack will be fitted to each side of the chassis operated either by hand or mechanically, or by compressed air, so that there will be no need to hunt about for a jack or for a suitable place to put it.

COMING OF THE SIX-CYLINDER CAR.

Having recently taken delivery of a 18 h.p. six-cylinder car, and having driven several thousands

of miles over all kinds of country, I am able to confirm the opinion gained from short runs on six-cylinder cars in the past, namely, that the six-cylinder engine is, undoubtedly, the car engine of the future. It seems extremely likely that there will be more six-cylinder cars of British make at the Olympia Show in the Autumn than ever before, and the owner of any six-cylinder car who has previously been used to a four-cylinder will at once understand why this is likely to be the case. A six-cylinder engine, by reason of its much more even torque, runs more smoothly and silently than a four-cylinder, but that is not all. It is able to climb quite steep hills on top gear at a reasonable speed, where an engine of the same size but with four cylinders will fail to do so.

POLISH AND MASCOTS.

BRIGHTER CYCLING.

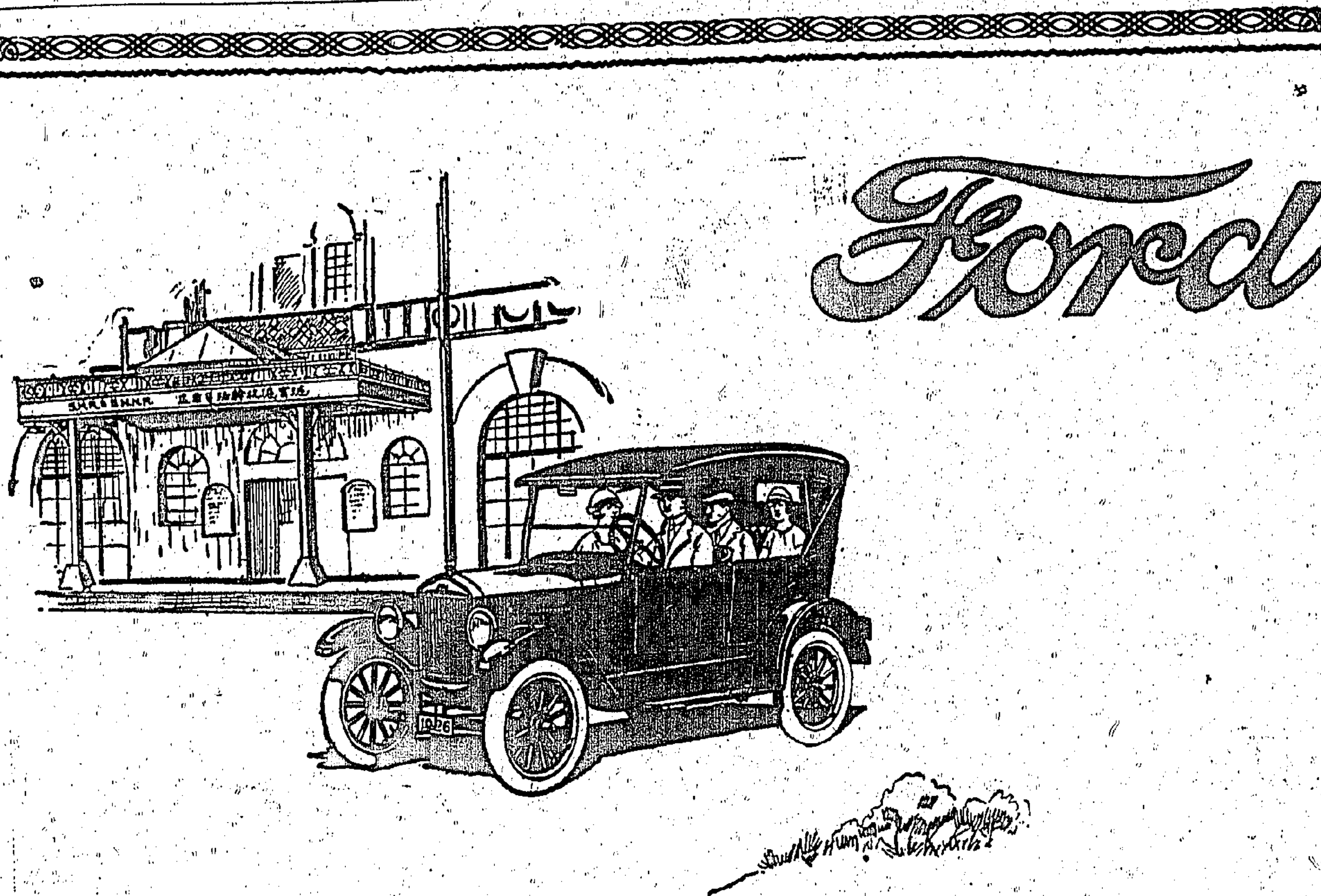
[By "Dinkie,"]

The pleasant thrills that run through the young motorist as he hums along on his newly bought bicycle, the many resolves he invariably makes as regards cleanliness, and his fixed idea of careful and efficient driving, are apt to be forgotten and neglected when the thrill of a new experience has worn off. The young man who hopes to buy a machine when he receives his next month's salary cannot understand how that fellow or this man can allow his machine to get in such a disgraceful condition, and mentally resolves that his bike shall be a model of brilliance as far as polish can make it. However these resolves are too reminiscent of the New Year, and are broken too soon. In Hongkong we are more fortunate than at home where cleaning usually has to be performed by the owner himself, while here a rider can get the job done for him for a few cents. On the whole the colony can point to a fairly high standard of cleanliness, and there are few machines that look as though their dirt has come down through the ages. Every machine ought to be the owner's pride, and as much like a mirror as possible. Time given to cleaning and keeping clean represents money, in the form of an increased market price on re-selling. Let us have clean bikes, cleaner bikes, and cleanest bikes, and Hongkong will probably be

able to earn the unique distinction of having the "best looking" motors in the East.

THE CHEERY MASCOT.

Why is it that so few mascots are to be seen attached to vehicles in Hongkong? Either there it some objection apparently, or else the craze has not "caught on." In many places nearly every motor cycle or car flaunts its pennant or lucky sign, and "these accessories undoubtedly add to the attractiveness of machines when in general use. It is not so long ago that such fixtures were boomed, and at home unique mascots were to be seen on all kinds of vehicles, including grimy looking lorries, and in all sorts of places. It would appear that in Hongkong, mascots are not generally favoured, and the only bit of colour seen as a rule is the flag used by members of the motor cyclists' section of the Volunteer Armoured Car Company. These cannot be classed as mascots however, but they certainly add to the appearance of the machines on which they are used. A popular coloured mascot would have still a better effect. At home all kinds are used, and small dolls made of wool, golliwogs on springs which nod cheerily, teddy bears, metal nymphs, big black dogs, and many other novelties have been all the rage in their turn. The enthusiasm with which the idea was taken up, and the resulting competition, produced some really wonderful and novel inventions. Why not try and brighten up local motoring in a similar fashion? If they cannot be bought here in sufficiently great variety, plenty can easily be made at little cost.



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ANDREW HARPER

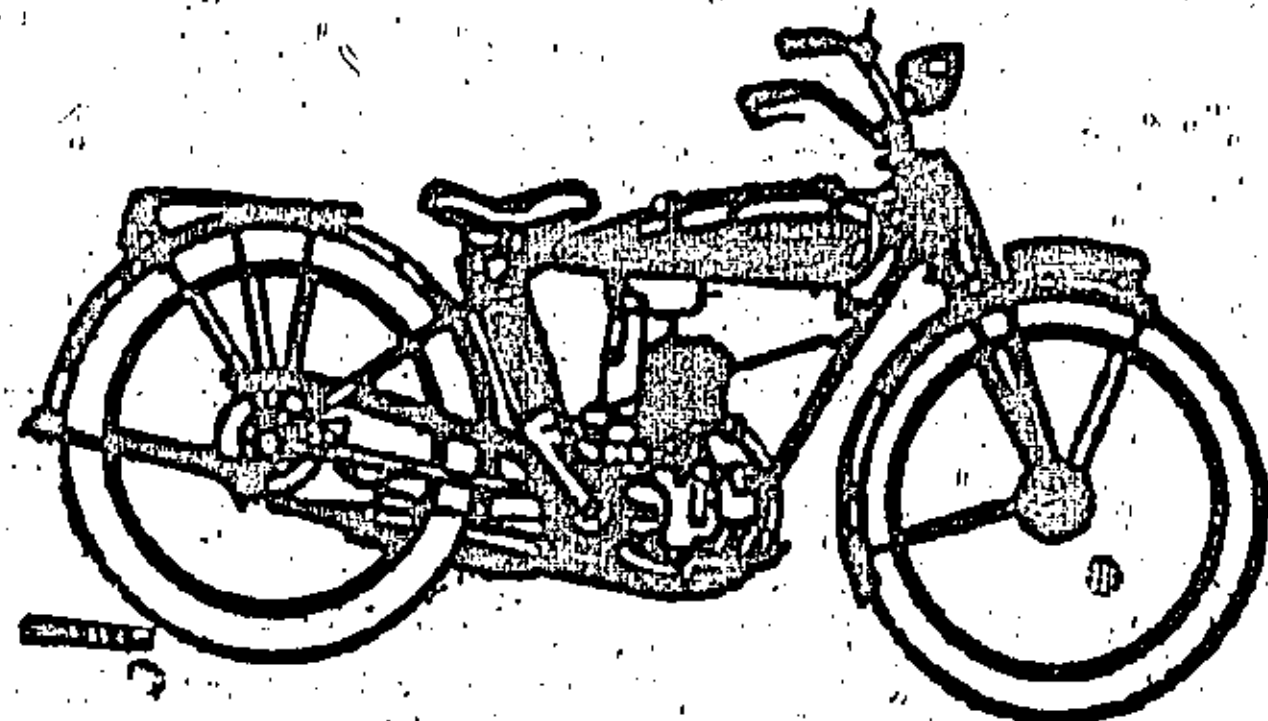
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In Parliament Mr. Churchill, Chancellor of the Exchequer, said there was no intention of abolishing the three-penny bit, which was increasingly popular, especially in the northern portion of the Kingdom. (Laughter.)

The Government of Iceland has prohibited the import of swine, slaughter-house products, and similar commodities from Denmark and Sweden owing to the outbreak of foot-and-mouth disease in those countries.

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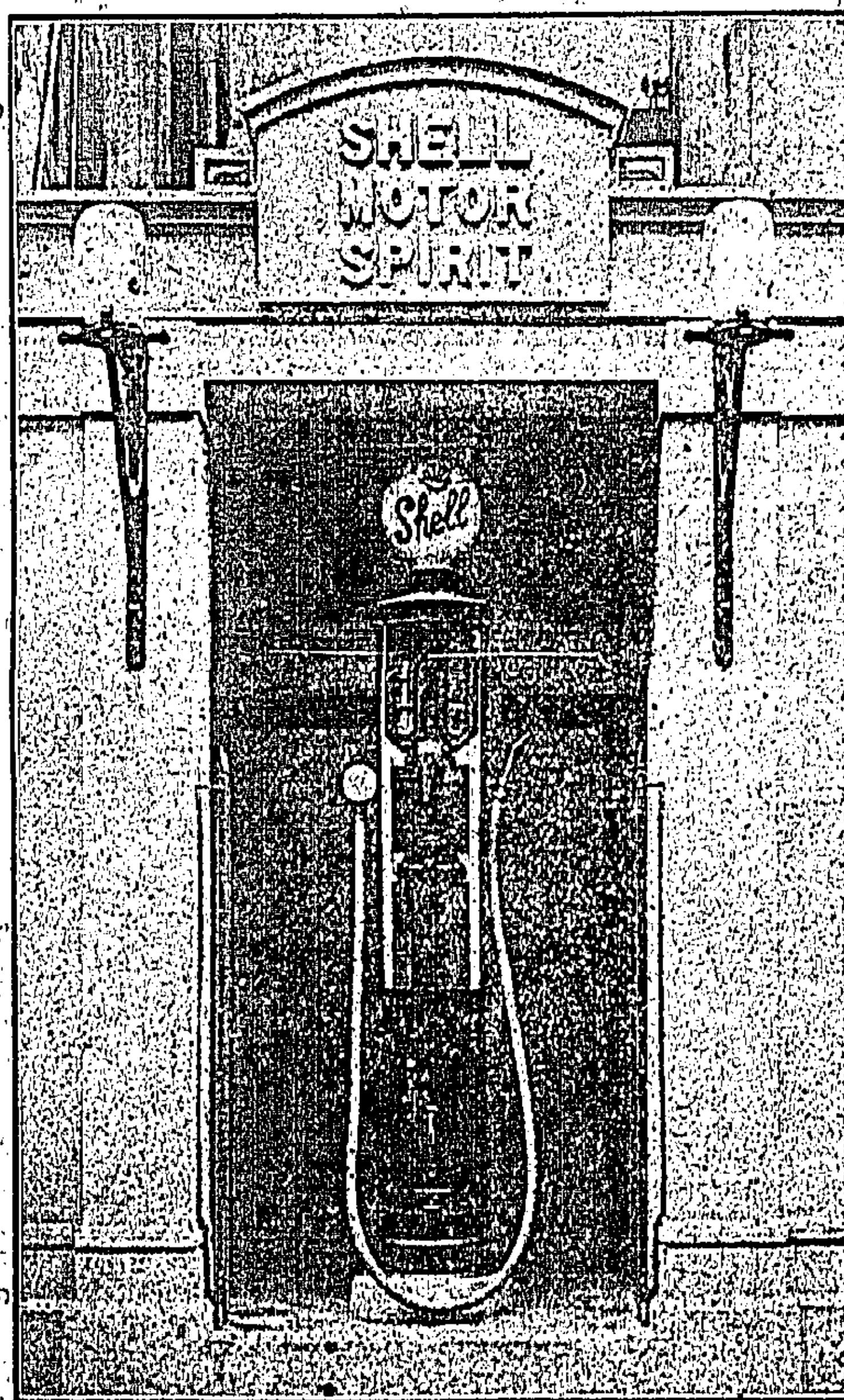
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DRIVING LESSONS FOR THE BEGINNER.

A NOVEL AND EFFECTIVE METHOD OF INSTRUCTION

That the best driver is not always the best teacher goes without saying. Teaching driving is quite analogous to teaching music, art, dancing or any other worthwhile accomplishment; it is in itself a specialised business, the principal requirement of which is infinite patience.

In teaching the novice an elementary knowledge of psychology is quite as important as an advanced knowledge of mechanics, says a contributor to "The Motor." What is the mentality of the pupil? Is he one of the easy ones, whose period of transition from pram to bicycle was short and bridged over by the possession of a scooter or tri-cycle, or is he one of the less fortunate, whose road sense is absolutely latent and so must be started right at the beginning and nursed patiently through all the ailments of road infancy?

A VIVA VOCE EXAMINATION.

The fingers of the average novice itch to take the wheel; if they do not he is poor material, and let the instructor duly beware. The experienced instructor will rather curb this enthusiasm in the early stages. The writer has found his system of making the pupil pass a simple viva voce examination before doing any practical work at all most successful. For the benefit of pupils he keeps a specially marked copy of "The Motor Manual," in which is bluepencilled that matter which is absolutely essential—it amounts to about one third of the total.

These are the kind of questions he asks:—"What is this for?" (pointing to the magneto) "and this?" (pointing to carburettor) "and this?" (pointing to exhaust pipe.) If possible the pupil is taken to a repair shop, where an engine may be seen in pieces, and questions asked about the purposes of the various components.

In every case an explanation in the pupil's own words is what is wanted. There is a certain type of mind that seems to have a distinct flair for repeating phrases quite accurately, but without real understanding—it is of no consequence whatever if at this stage the pupil's terminology is incorrect—he can if he likes call gears "cogwheels" or the switch a button, provided that he sees clearly in his own mind, just what is happening, and it is for the instructor to make quite sure that he succeeds in doing this.

The next stage is to put the pupil's theoretical knowledge further to the test before letting him actually take the wheel. The car is deliberately left standing with petrol turned off, in gear, and with everything else that can be wrong. Tell the pupil to start up the engine, and correct him kindly, but firmly, every time he makes a mistake, being careful to explain to him exactly why he has done wrong.

At this stage it is desirable that he should use the starting handle; generally he gives a mighty tug with a gear in mesh and the switch off, and the car comes forward at him. This scares him.

TRAINING BY DOING.

"Why," you ask, "does the car come forward at you?" He is completely floored by this question.

"Well," you remark, "it looks as though the starting handle is connected somehow with the back wheels, so that if you do succeed in starting the engine you will only kill yourself. What are you going to do about it now?"

With a little help and encouragement he probably succeeds in worrying the problem out for himself, and he learns more by this simple train of thought than you would instil into him by half an hour's hard talking.

You take the wheel and say to the pupil seated at your side: "Now you are going to tell me what to do; you've just read 'The Motor Manual,' and I know nothing about it."

Make him tell you, again in his own words, what to do right up to getting into top gear. By this means you will keep him mentally alert—he will feel that he is driving the car and will do all the thinking just as though he were.

Keep him at it, and go on to develop his road sense. There is a lorry in front and a cart coming slowly in the opposite direction some distance away. "Can we pass?" you ask.

"No," he says, "there's not room."

"Well, I think there is," and you speed up to show him.

Do this kind of thing a few

times—it will keep his nerves keyed up for the real work. You are approaching a turning; some distance before you come to it you say to him, "I want to turn off to the right. What am I to do?"

He probably says, "Blow your horn, put out your right hand and get on with it."

You jump on this idea good and hard. You explain that some distance before the turning you ease gently out towards the centre of the road, that on no account whatever do you turn off until you know that nothing is trying to overtake and that if there is any traffic in the opposite direction you go behind and never immediately in front of it. The pupil who is never allowed from the start to get into bad habits is not likely to acquire them later.

The amount of instruction of this kind that is necessary depends largely on the aptitude of the pupil; the youngster who has been accustomed to a bicycle and so to modern traffic conditions can as a rule be passed out in a third of the time required by the older man who has never been used to rapid motion and quick decisions.

Do not overdo it. Work up the pupil's interest until he is just mad for the feel of that wheel. Most pupils, after this preliminary training, are quite steady after an hour or so actually at the wheel.



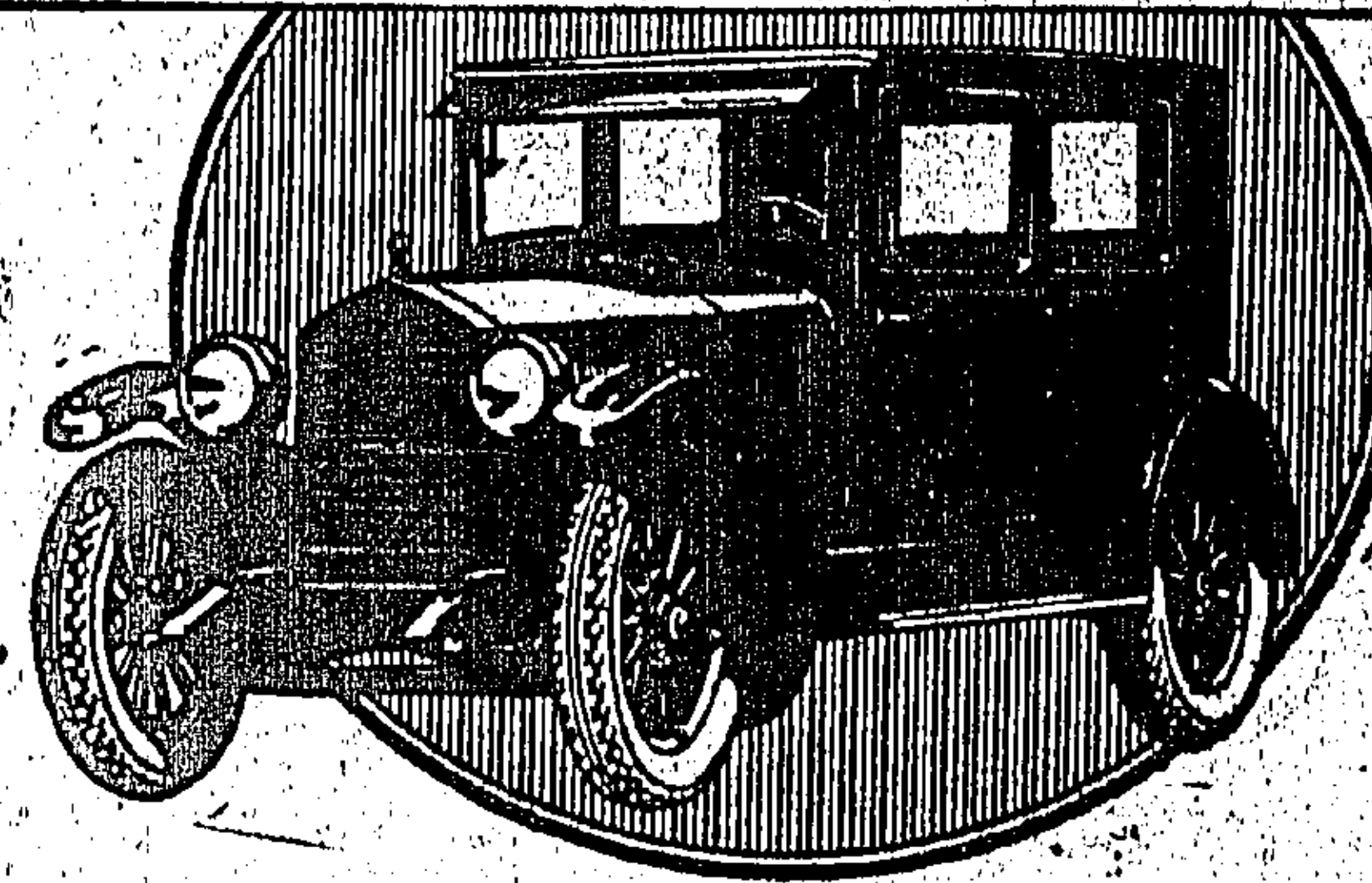
"How did dad know that we borrowed his car last night?"

"Unfortunately, he was the old buffer we ran over at the tram terminus!"

Sydney Bulletin, Australia.

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Combined with the supreme advantage of the Super-Six principle, the largest production of 6-cylinder cars in the world makes this quality, price and value exclusive to Essex.

Only among far higher priced cars will you find comparison for Essex performance, its long-lived reliability and riding ease. At little more than the cost of low-priced "Fours" the Coach gives all closed car comforts, with the advantages of the "Six" not found in any "Four." And equally important,

you get the famous Super-Six advantages over every rival "Six."

That means not only a motor design that has long held foremost place among "Sixes" but the same precision standards in every chassis detail that time and use have tested in the service of nearly 800,000 users. Its first cost economy is continued in exceptionally low operation and maintenance cost. The materials used and the way it is built insure lasting enjoyment of those brilliant qualities that delight you on your first ride.

ESSEX TOURING \$1,995.

All Prices Include Complete Special Equipment.

THE DRAGON MOTOR CAR CO.,

LIMITED

33 WONG NEI CHUNG ROAD HAPPY VALLEY

Announcing the new "70" WILLYS-KNIGHT

... a car of unparalleled efficiency, out-performing anything ever built of its size, or type, or class!

Its remarkably low price, plus its many distinctive advantages, undoubtedly place the "70" Willys-Knight Six in the front rank as the outstanding value of the world in the six cylinder field.

Utilizing the principle of high-speed engine construction in a Knight type sleeve-valve motor, with a 2 15-16 inch bore and a 4 1/2 inch stroke, the power plant of the New "70" Six develops greater power per cubic inch of piston displacement, throughout its complete range, than any other stock American motor-car engine.

Speed capacity is in excess of 60 miles an hour. Its acceleration is startling in its accomplishment. Its power on hills is a revelation.

Revolutionary Results

In speed and power the New "70" Willys-Knight literally out-performs all other stock cars of comparable size. It combines the Knight sleeve-valve engine in its utmost perfection, with the finest and best achievements of brilliant engineers on both sides of the Atlantic. This car presents an unparalleled engine efficiency, a super-efficiency possible of attainment only in the Knight type of engine. It has a long, racy effect, with moderate actual length. Here, too, is an economy of weight never before achieved in a motor-car of its type.

Other Distinctive Features

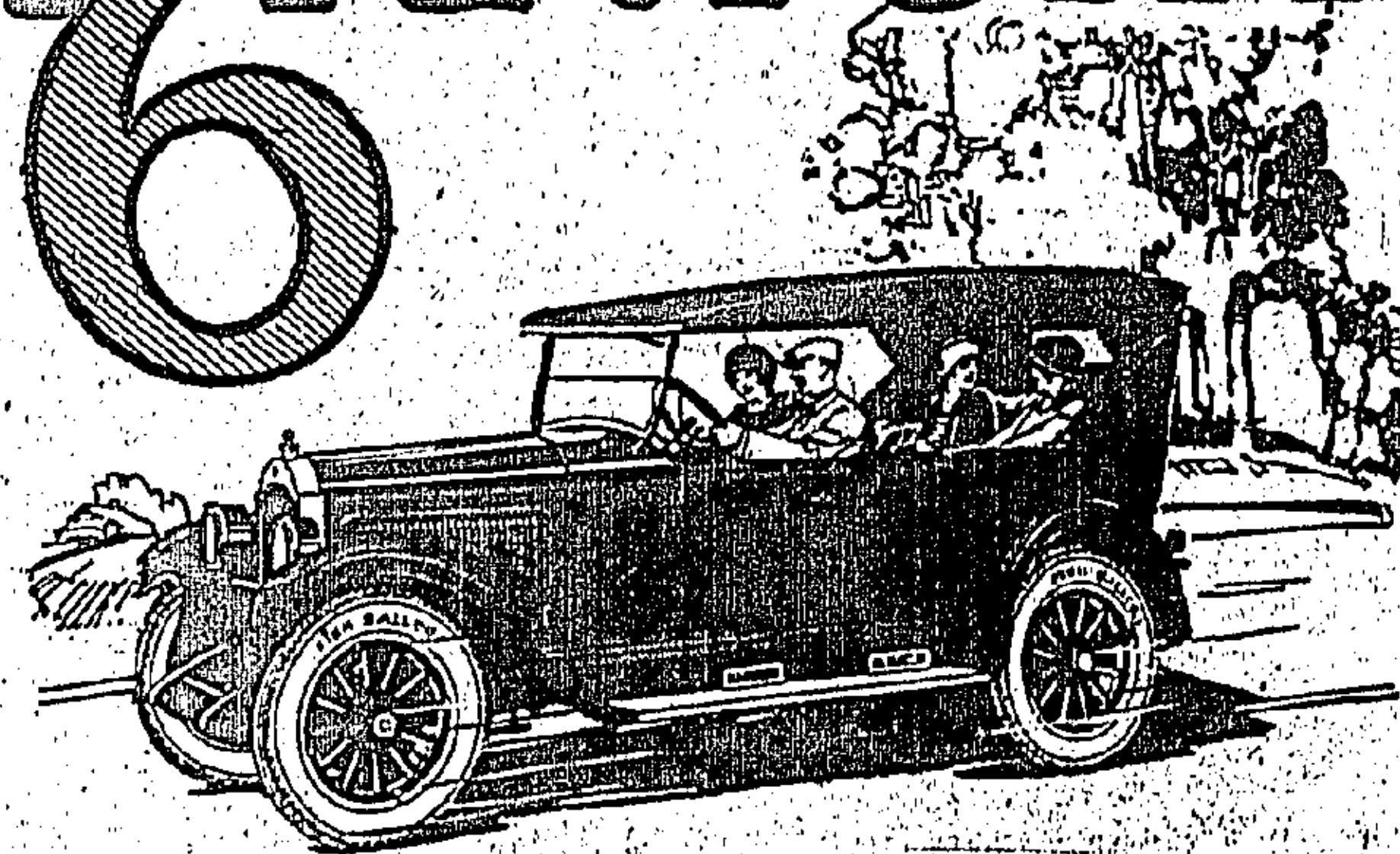
Absolutely positive mechanical four-wheel brakes—the perfected braking system of the most advanced cars of Europe and America—a system regarded by the best engineering practice as the most dependable and most nearly infallible of all brakes.

Unconceptional road-stability—Scientific engineering has developed for this car a particularly low center of gravity which produces a truly remarkable road-stability. At all speeds you are impressed by its perfectly stable equilibrium, and a complete absence of all road shocks. Driving, you enjoy a continuously agreeable feeling of solidity. Riding,

you have a comforting sense of security such as you have rarely experienced in any car.

The easiest of all steering—The steering facility of this phenomenal car is literally amazing. Eight Timken bearings cradle the steering mechanism with the utmost absence of friction.

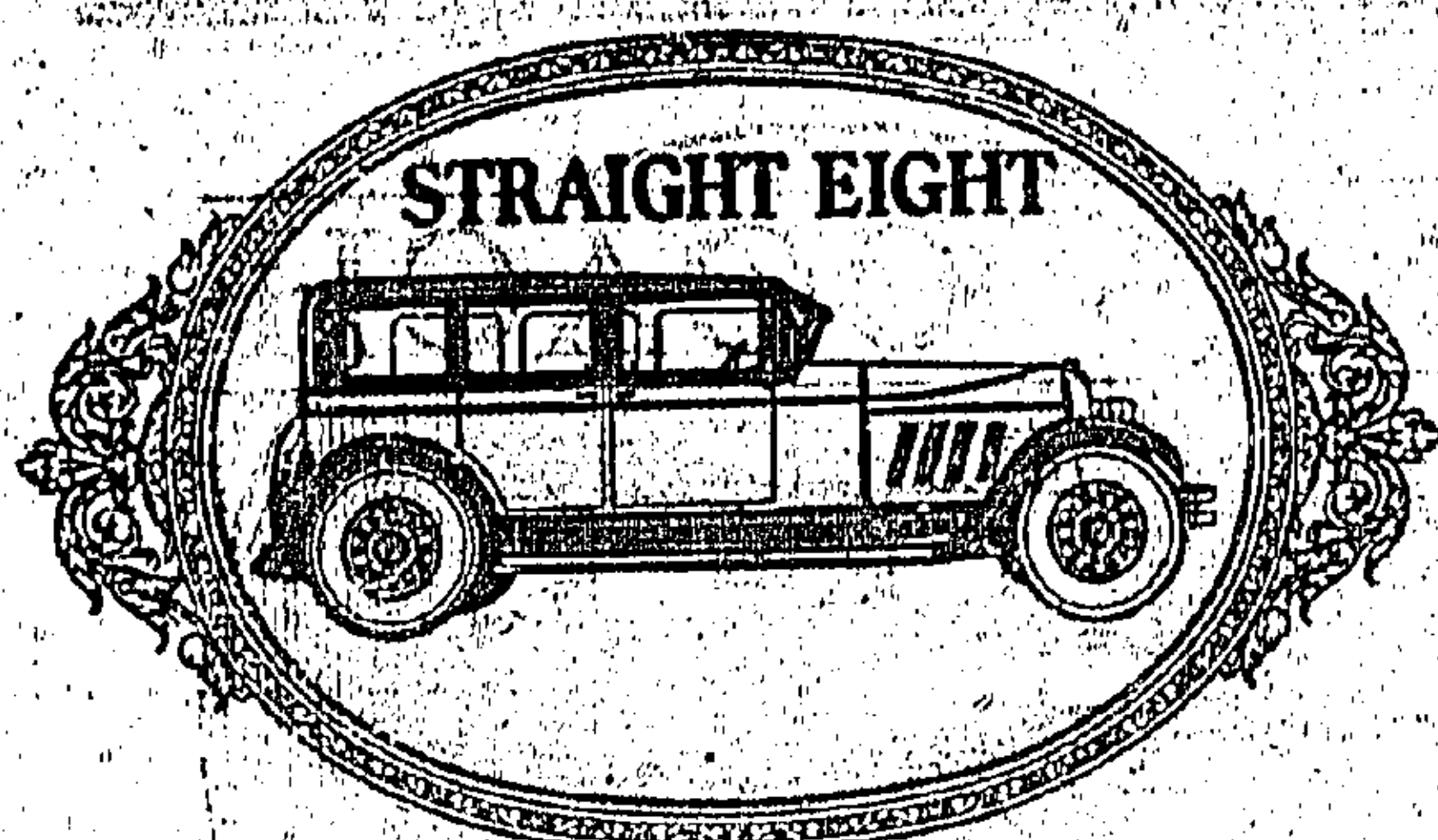
A remarkably beautiful body—For style and smartness, inside and out, this fine car is unrivalled by any other automobile of its class. The interior has been designed with such scientific exactness that all waste space common to other cars has been eliminated. While compact to the last degree, this new and advanced "70" Willys-Knight Six is revolutionary in its roominess and comfort.



Full Particulars from:

THE UNIVERSAL AUTO SUPPLY CO.

61, Des Voeux Road, Central.



AUBURN

Durability To the careful, the factor of durability in a car is of great importance. Demand the car that will withstand day by day the hardest usage and keep sweet running. Things are done and care is taken at Auburn factories to insure better performance and longer life than any other manufacturer does. It is an unusual example that transforms the purchase of an Auburn into a long paying investment. Drive it—compare it—if the Auburn does not sell itself you will not be asked to buy.

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Full Particulars from:—

The UNIVERSAL AUTO SUPPLY Co.
61, Des Voeux Road, Central.

Sir George Foster, Sir Herbert Ames, and the Hon. M. Philippe Roy, the Canadian Commissioner in Paris, will represent Canada at the League of Nations Assembly at Geneva in September.

Five members of the German Communist Party have been sentenced at Dusseldorf to various terms of imprisonment for grievously assaulting the police during the Ruhr riots of March 15.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

DANGER FROM PROTRUDING STONES.

If you are lured into driving over a lumber road or any other by-way, having stones and stumps sticking up through its surface, deep ruts and very sharp pitches, proceed very slowly and carefully, for fear that some portion of the "underworks" of the car will strike on a stone and be broken, or that the car will get stuck.

AXLE CLEARANCE.

The supposition is that if the front axle will pass over a road obstruction, all other car parts will also do so, and this is true on level, even ground, but not necessarily so when a car is surmounting a very abrupt pitch, especially if the car has a very long wheel base. Under such unfavourable conditions, the axle may clear all right, but some car part, back of the front axle, may strike.

The clutch or transmission housing is the vital part most likely to hit a road protrusion, although mufflers occasionally strike.

RUT DANGERS.

About the most risky combination of circumstances is a very acute pitch in a deeply rutted road, with a stump or stone midway between the ruts, and right at the top of the pitch, in conjunction with a very long, low hung car, with a long engine and a deep clutch and transmission housing. Under such conditions as these, one cannot be too cautious.

"SHORT" IN LIGHTING SYSTEM.

Question.—When the headlights of my car are on "bright," my ammeter indicates 10 or 12, with the engine stopped, but they are dim. It is only when I speed the engine that the lights are bright. My battery is charged to 1300 gravity and 8 v. I notice that there is a spark at the choke rod, where it passes through the dash. What is the cause of this and does it not put a heavy drain on the battery?

Answer: Your two headlight bulbs alone should not pass more than 6.6 amps, and apparently there must be a short-circuit through the choke rod. You may find that it rubs against one of the live battery wires and the current leaks to ground through it. If you can remove this trouble, the lights should be all right, if your battery is still at full charge.

LOOSE CONNECTING-RODS.

Question.—I hear quite a noise in my engine, when the car has been running at 25 m. p. h. and the throttle is suddenly closed and also when it is coasting. It sounds as if the transmission gears were loose and would rattle themselves to pieces. What is the probable cause of this noise?

Answer: From your statement as to the circumstances under which you hear it, we believe that is the tapping sound of connecting-rods that are loose at their crankshaft bearings. As no gears are in relative motion, on your car, when it is on high, we

do not believe the transmission has anything to do with it. You had better have the connecting-rods and also the wrist-pins inspected at once and looseness, if any, removed, or your engine may be badly damaged.

ENGINE OUT OF TUNE.

Question.—The engine of my 1924 car has always run with a very even hum, until a week or two ago, when I noticed that it had lost its smooth "purr" and developed a peculiar kind of rhythm. When it is running slowly this is very noticeable and there is a slight jerkiness in the car's motion. This spoils the satisfaction of driving it, although there is enough power. What can I do to make it run smoothly again?

Answer: This unevenness in operation is probably due to differences in action among the cylinders, certain ones giving stronger explosions than the others. Leaky valves in certain of them are most likely the cause of this and we suggest you have all the valves ground, and the spark-plug points readjusted. If this does not restore the engine's running qualities have an examination made to see if new

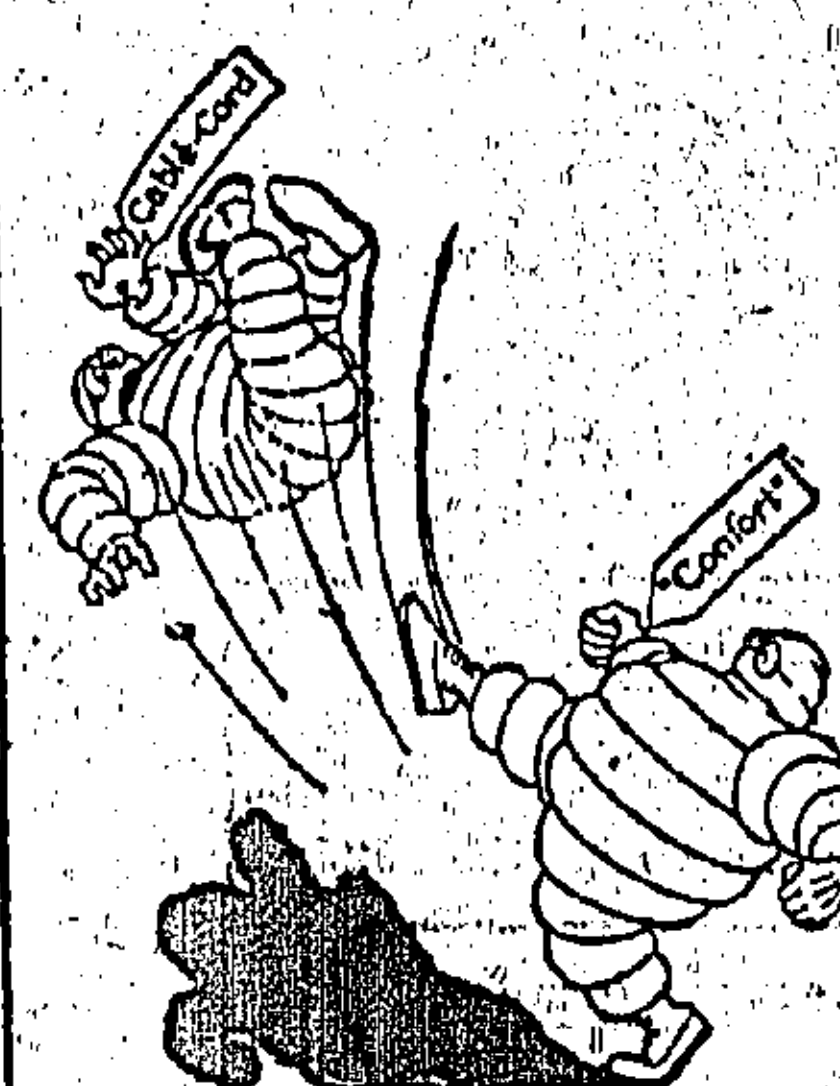
ings are needed on any of the pistons or if anything else is required to make the cylinders all operate alike.

SELF-STARTER TROUBLE.

Question.—When I operate the starter-button of my car the pinion on the starter-motor shaft runs over and meshes with

the flywheel gear all right, but the engine is not turned over as it should be. Why is this?

Answer: The usual reason for this trouble is that the coil spring which carries the load of turning the engine, has broken or become detached or that the clamp at the end of the starter-motor shaft has come loose so that it turns on the shaft.



The new MICHELIN "COMFORT"

low-pressure or balloon tyre. The most important of recent improvements in motoring. In the past year 500,000 motorists discarded high pressure tyres for

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IS IT "as good as BUICK?"

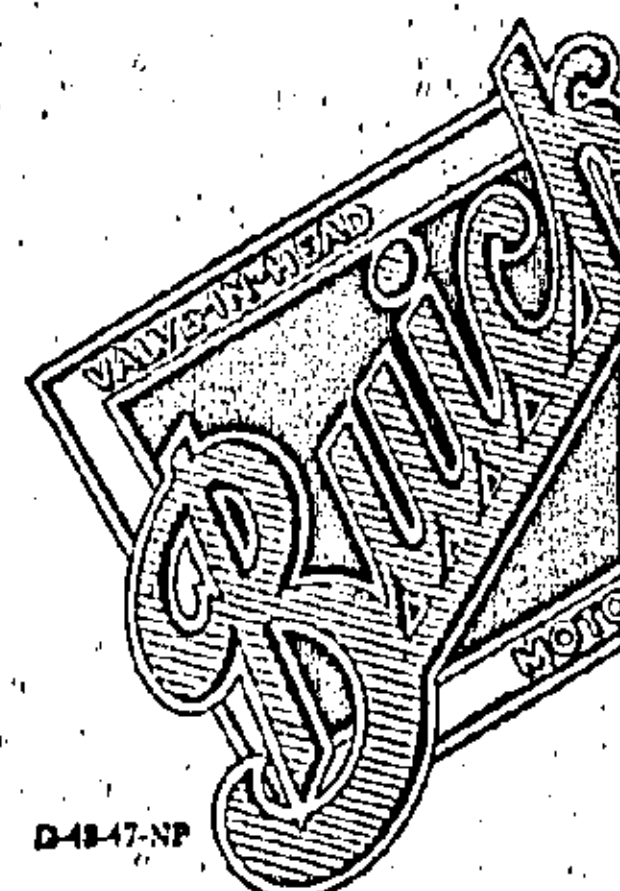
Before you are persuaded, by an extra allowance on your old car, to buy some car you might not choose otherwise, look it over carefully.

You probably will be told that it is "as good as Buick", but investigate. See if it is!

Does it have a "sealed chassis"? Has it a torque-tube drive? Has it mechanical 4-wheel brakes? Has it a ten-plate, multiple-disc clutch? Has it a Fisher body? Has it adequate and efficient nation-wide service facilities? Has it more than a million enthusiastic owners?

When anyone offers you more for your used car than it will sell for on the used car market, compare the new car offered you to Buick.

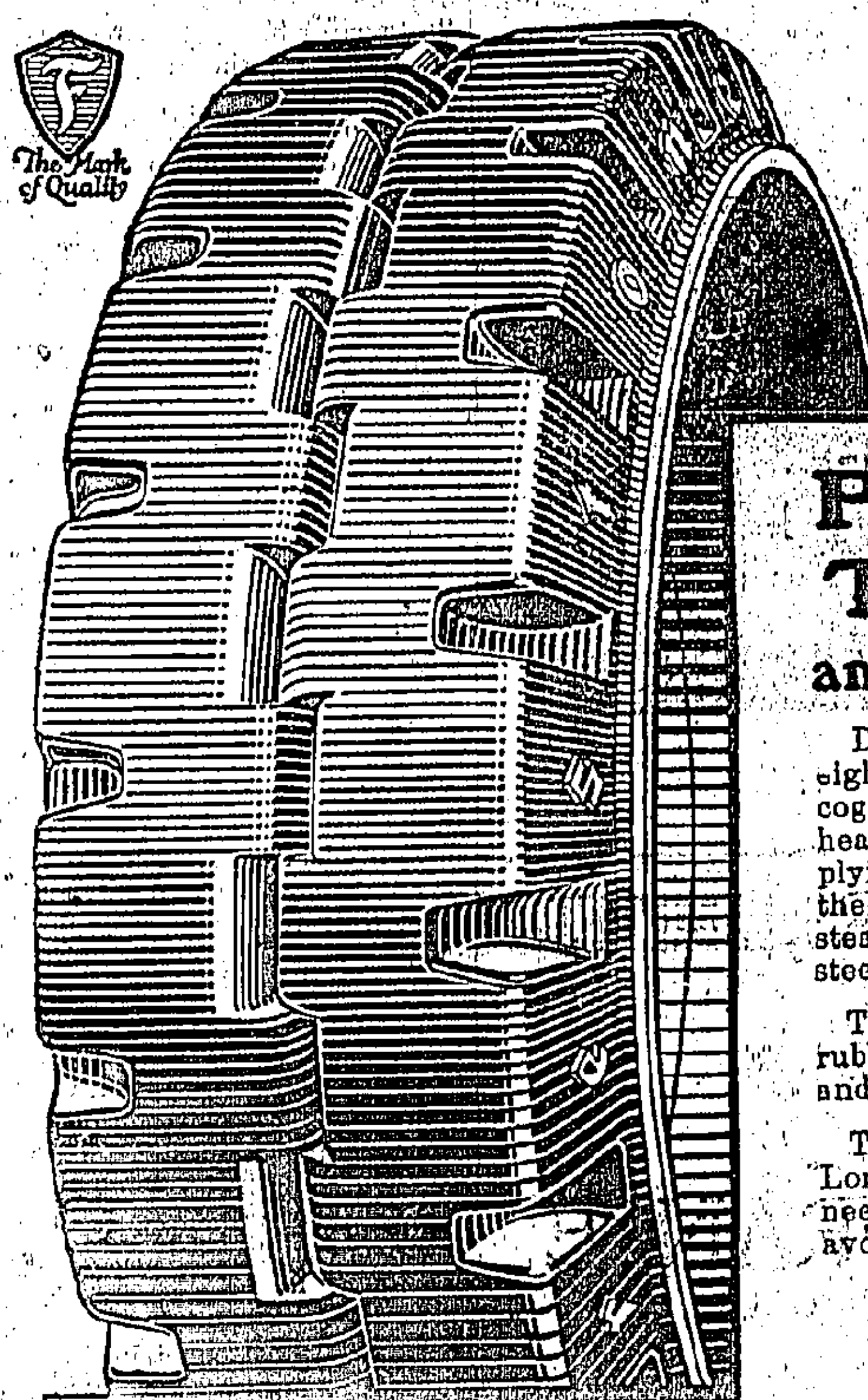
BUICK MOTOR COMPANY, FLINT, MICHIGAN
Division of General Motors Corporation



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Powerful Traction and Long Mileage

Double Traction Tyres with slightly powerful road-gripping cogs, are for the big lorries of heavy loads and hard pulls. Applying every ounce of power to the road, these massage tyres ride steadily over soft ground or up steep inclines.

The big volume of tough, lively rubber absorbs road vibrations and gives extra wearing depth.

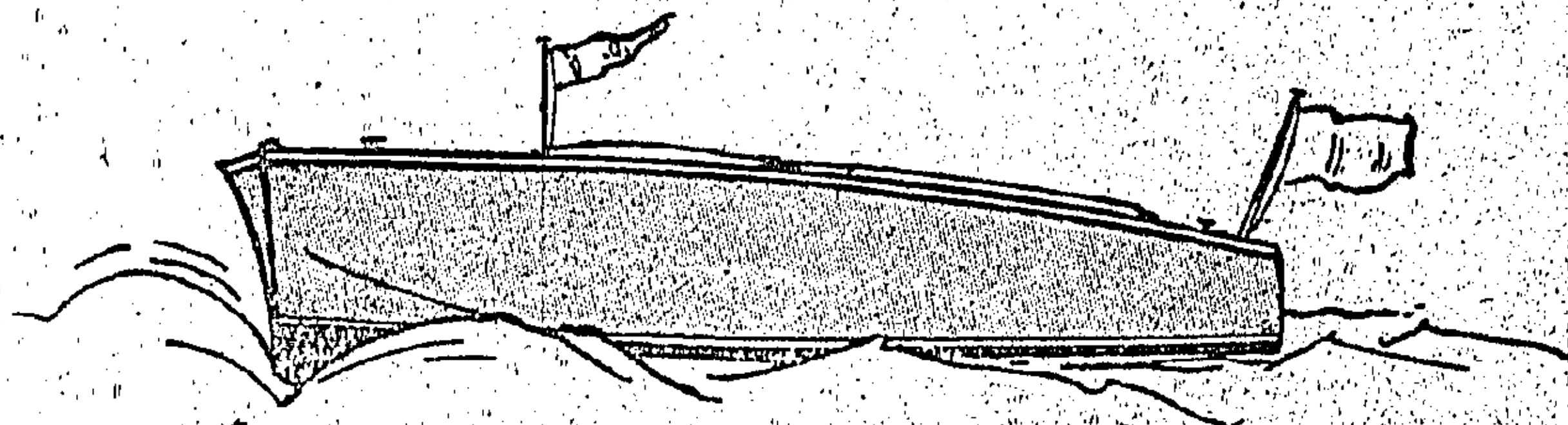
There is a specialized Firestone Lorry Tyre for every hauling need. Equip with them and avoid delays.

MOST MILES PER DOLLAR

Firestone

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FAST RUN ABOUT

BRITISH THROUGHOUT

Complete \$2750.00 { DELIVERED HONGKONG

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LUCKY ESCAPE.

FORTUNATE RESCUE
AT TSINGTAU.

FOREIGNER'S FLIGHT.

A Tsingtau message of the 8th inst. states:

Mr. and Mrs. R. E. M. Paterson, new arrivals in this port, had an almost miraculous escape from drowning in the outer bay on Sunday afternoon when their cat-boat was caught in a nasty squall and capsized.

Mr. Paterson, who is on the staff of the Asiatic Petroleum Company, in company with his wife and Mr. and Mrs. Benbow Rowe, of Shanghai, had sailed their cat-boat from the Boat Club Jetty to beyond the promontory forming the entrance to inner Kiaochow Bay. The rowers beached their boat past the point forming the inland bay, but the Patersons made a landing outside this point, but two miles inside the main promontory.

CAUGHT IN GALE.

Having had lunch, the Patersons started for home. The boat was then caught in a gale of wind blowing from the sea. They managed to get into the outer bay. It became so dark that they could not see land and a strong current flowing from the shore kept carrying them farther out. At about 5.30 p.m., the wind shifted entirely round to the south. This caused disaster. The mainsail filled out and before it could be reefed the boat capsized and the occupants were thrown into the water.

Mrs. Paterson was caught underneath the sail and ropes, and it was only through the repeated efforts of her husband that she was able to release herself. They then tried to right the boat and finally succeeded in doing so. In trying to scramble aboard, however, they overturned it again.

WAVED FOR HELP.

In the meantime they were drifting farther out, and were invisible from the shore because of the darkness. The squall then abated and the light became stronger. They described "Moaning Minnie" buoy and tried to swim to it. The tide was so strong that they were unable to make any progress in that direction. Their only course then was in swimming around hoping to keep going until someone saw them and picked them up. They removed their outer garments and waved them when they saw a small steamer, which by great good fortune was just leaving the port.

Captain Katashima, on the bridge of the Cheng Lee, of the Ching Kee Co., saw the signal of the swimming couple and swinging round, dropped a sampan from his stern. The fast weakening couple were picked up, brought aboard the Cheng Lee and given restoratives. They were then rowed ashore in the sampan.

Mr. and Mrs. Benbow Rowe naturally knew nothing of the plight of the Patersons, as they remained ashore until the squall subsided, and then sailed their cat-boat back to the Boat Club without incident.

COLONY'S FINANCES.

RETURN FOR FIRST
HALF-YEAR.

Financial returns for the Colony covering the first six months of the year appear in the *Government Gazette*, and these show that the balance at the end of June was \$6,590,702, as compared with \$7,070,276 at the end of May.

The actual revenue for the six months is \$9,577,273, on an estimate of \$21,367 for the whole year. During the half-year, there were decreases under all headings excepting the Kowloon-Canton Railway and Miscellaneous Receipts, the biggest being in respect of Licences and Internal Revenue, which declined by \$581,134. The first six months' revenue last year totalled \$10,904,827.

The total expenditure for the half-year was \$11,100,064, on a year's estimate of \$23,790,615. For the first six months of last year the expenditure was \$13,302,165, the biggest difference being in respect of Public Works Extraordinary, on which \$2,159,124 has been spent this half-year, as against \$4,078,196 last year.

THE TOKYO EMBASSY
INCIDENT.MYSTERIOUS EPISODE
UNEXPLAINED.

ASSASSIN A JAPANESE?

Tokyo, Sept. 17.

British and Japanese officials are most reticent regarding the British Embassy dagger incident, but it is learned that the authentic story is as follows:

During lunch yesterday, Sir John Tilley's son saw a man's face peering round a shutter through an open window immediately behind where the Swedish Crown Princess was seated between the British and Belgian Ambassadors.

The face was momentarily withdrawn, but next moment the British Ambassador's son saw a man preparing to throw a dagger, whereupon he leapt forward, intercepting the missile, which struck him, but fortunately hit his cigarette case, thus saving his life.

Although the police were then patrolling the Embassy compound, the assassin, who was wearing foreign clothes, but is believed to be a Japanese, escaped.

Considerable mystery surrounds the episode, as it took place in broad daylight without the police seeing it; also, the intended victim is uncertain.

Moreover, the missile proved to be the Ambassador's Brazilian dagger, which had been missing from the drawing room since the previous day.—*Reuter*.

LOCAL LADY'S DEATH.

OLD RESIDENT PASSES AWAY.

We much regret having to chronicle the death of Mrs. G. P. Lammert, wife of Mr. G. P. Lammert, Senr., the well-known share and general broker, which occurred at her residence, 7, Tregunter Mansions, at 1.30 p.m. yesterday.

The deceased lady, who had resided in the Colony for well over forty years, was a daughter of the late Mr. and Mrs. Aitken, her father being for many years associated with the Hongkong and Whampoa Dock Company. She had been in failing health for some considerable time, but she was able to be about as usual up to as recently as Tuesday. She took a serious turn for the worse yesterday, however, and passed away as stated. Highly esteemed by all who enjoyed her friendship, and a lady of charming personality, she will be greatly missed. She leaves, besides her husband, two sons and two daughters, and for these and other relatives the utmost sympathy will be felt.

The funeral takes place this evening, passing the Monument at 5 p.m.

BRITAIN'S REPLY.

(Continued From Page 1.)

will be invited, so that a permanent solution of China's political and military problems may be reached.

THE PEACE MOVE.

A movement for peace between Generals Chang Kai-shek and Sun Chuan-fang has been set on foot by some of the prominent Chinese residing in Shanghai, but whether it will materialise is difficult to say. The view is expressed in some quarters that General Chang Kai-shek may change his policy altogether, now that he has the Wu Han cities in his hands. At any rate, it is thought that General Chang Kai-shek has no intention of returning to Kwangtung.

ROYAL COMMISSION.

TO LEAVE FOR INDIA.

Rugby, Sept. 17.

The Marquis of Lialthgow, Chairman of the Royal Commission on Agriculture in India, accompanied by Sir Henry Lawrence, Sir Thomas Middleton and Sir James MacKenna, and other members of the Commission, are to sail for India by the steamer Ranpura, leaving Marseilles on September 24th.

The Commission, including its Indian members, will assemble at Simla early in October and begin its inquiry.—*British Wireless*.

FRANCO-GERMAN
RELATIONS.IMPORTANT MEETING OF
FOREIGN MINISTERS.

Geneva, Sept. 17.

Considerable interest and speculation has been aroused by the secret meeting of M. Briand and Dr. Stresemann at the village of Thory just across the French frontier.

Subsequently, an official communiqué was issued stating that the conversation lasted for several hours and was most cordial. They examined all the problems likely to interest the two countries and endeavoured together to ascertain the best means of solving them in the interests of France and Germany and in the spirit of the agreements which they have signed. The two Ministers reconciled their viewpoints generally regarding the solutions. Both reserved the right to refer to their own Governments and if the Governments approve of their viewpoints they will resume the conversations in order to attain desirable results.

POSSIBLE AGREEMENT.

The official communiqué with regard to the Briand-Stresemann meeting may be amplified by the statement from an excellent German source that the object of the meeting was to discuss the general terms and possibility of a comprehensive Franco-German agreement removing the suspicions and differences of the past and also facilitating the French financial position. It was pointed out that Germany was able and willing to collaborate financially and economically with France on the basic principle, that it is to Germany's interest to have a prosperous, stable and friendly France.—*Reuter*.

METAL COMBINE.

BELGIANS STILL
DISSATISFIED.

Paris, Sept. 17.

As regards the international agreement for a big metal combine, the Belgian representatives are unable to agree to the proposals and have asked to have them submitted to their colleague in Belgium, who are demanding a quota of 290,000 tons. Britain was not represented at the conference.—*Reuter*.

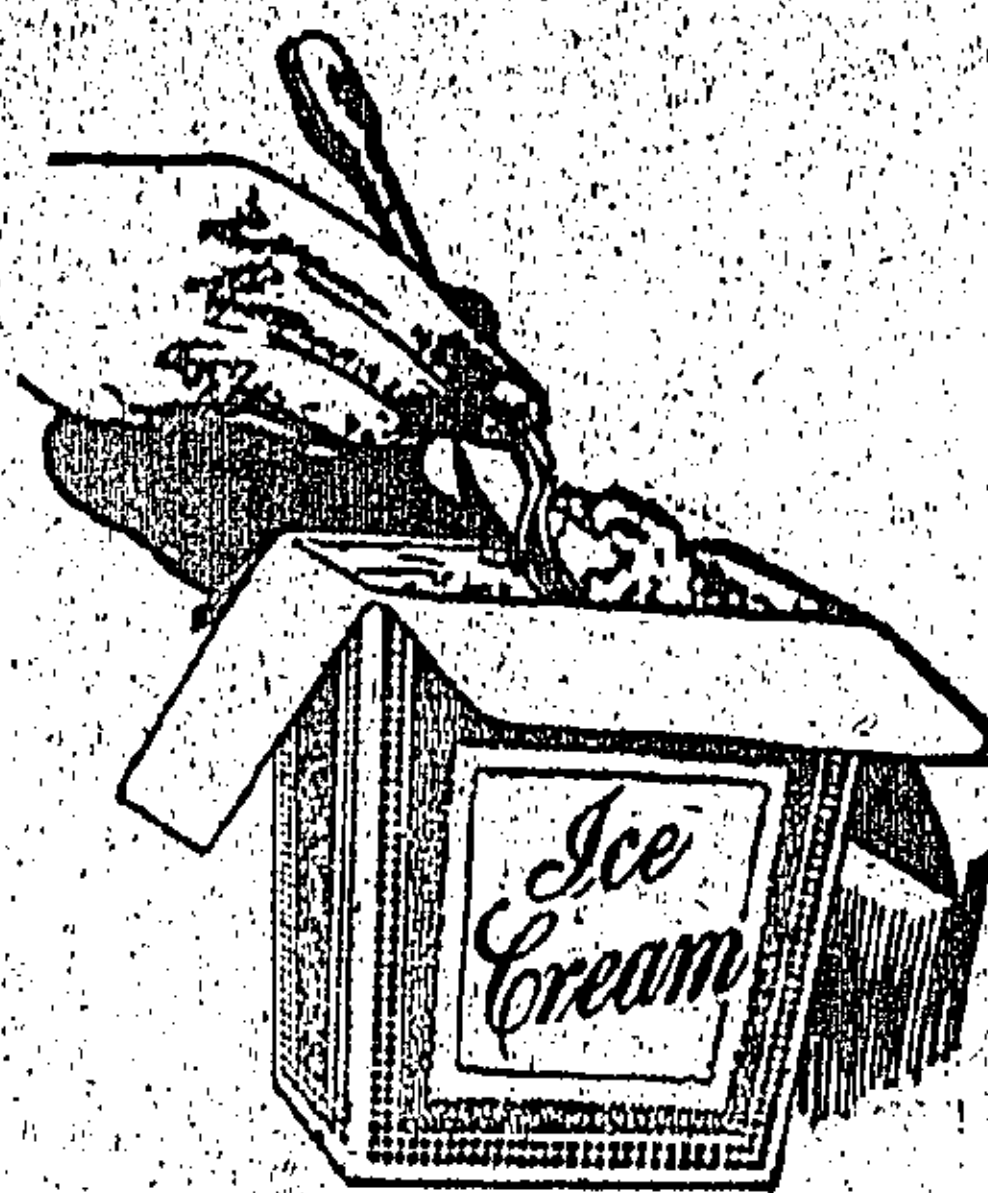
A message a month ago stated that the French and Belgian delegates had reserved their decision as regards signing the agreement until September 17th. German circles declare that the difficulties have arisen due mainly to the Belgian representatives objecting to the 12 per cent. quota granted to them as being inadequate. Their demand for a higher quota is based on the present favourable export conditions owing to the low rate of the Belgian franc, but the Germans claim if the Belgian currency is established a higher quota than 12 per cent. would be unjustified. It is also suggested that the Belgian opposition is encouraged by British iron and steel concerns which would like to see the negotiations fall. A complete agreement has been reached between the German and Luxemburg delegates, and the great majority of French firms are satisfied with the result of the negotiations. The Germans hope that the Belgian objections may be overcome by September 1st, but if not they do not propose to re-open the negotiations because they consider the quota question is definitely settled in a manner doing justice to all parties.

DAIRY FARM CO.

BIG CARRY FORWARD
EXPLAINED.

With reference to the annual report of the Dairy Farm, Ice and Cold Storage Company, which appeared in our issue of yesterday, we understand that the books will be again closed on 31st December, which, in the future, will be the end of the Company's financial year.

It is this fact which explains the carry forward of \$200,809.25, it being proposed to declare a dividend after the books have been closed in December.

PURE AND WHOLESOME
DAIRY FARM

ALL POPULAR FLAVOURS.

IN HYGIENIC CONTAINERS.

Pints... .. 80 cents

Quarts... .. \$1.50

The Dairy Farm Ice & Cold Storage Co., Ltd.



ERVEN LUCAS

BOLS

QUAD DECANTERS

Four Liqueurs in
one bottle.
A saving of time
and
a delight to the eye.

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The Music of the Brunswick
Panatropes defies description.

It is absolutely marvellous.

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Medium Dry } pints delivered
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"RICKSHAW" BRAND
CEYLON TEA
Cheapest and Best

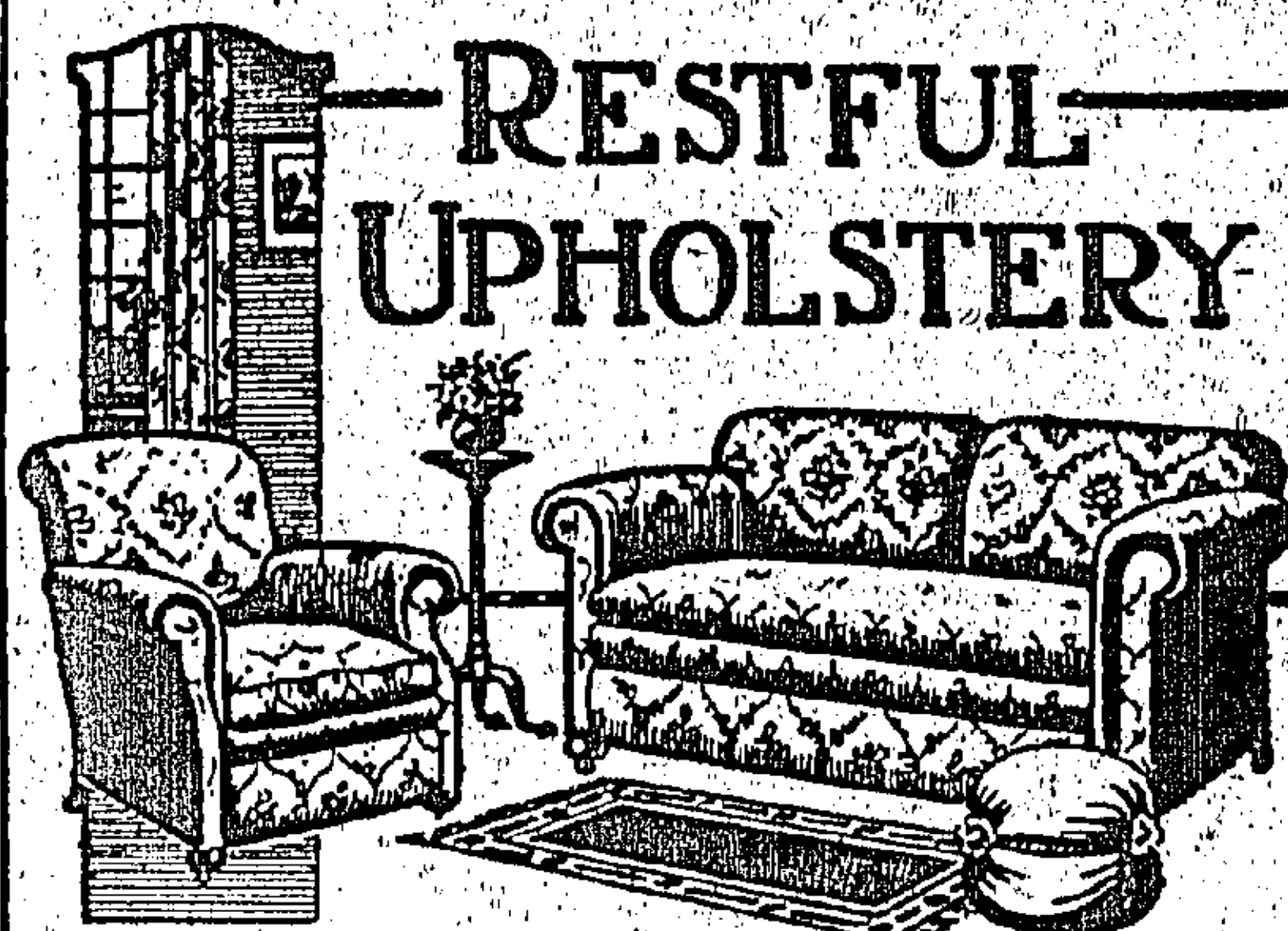
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PRICE 90 CENTS PER LB.

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Our upholstery is made with the best
SPRINGS AND MATERIALS.
TAPESTRIES, LEATHERCLOTHS
AND CORDUOYS IN PLEASING
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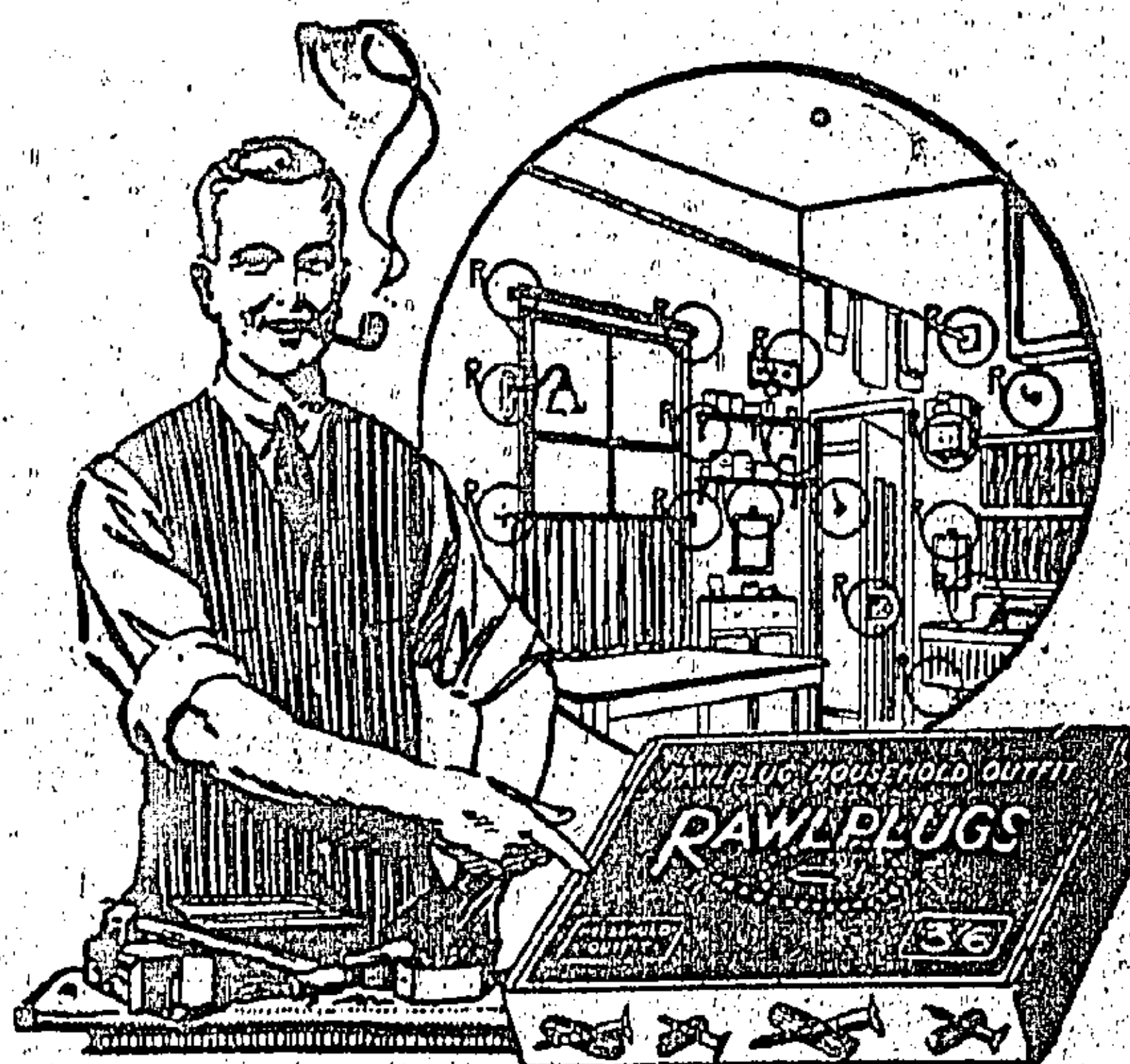
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THE CAFE RESTAURANT
PARISIEN

Special Musical Dinner and Dancing.
Bring your Partners



Every Fixture in your Home can be
neat and firm

IN EVERY home there are dozens of articles—shelves, cupboards, coat hooks, etc.—all of which must be fixed securely and neatly. There is only one method of ensuring real and permanent satisfaction—and that is the Rawlplug method—successful on walls of any material from plaster to concrete.

The Rawlplug Outfit contains everything necessary to enable anyone, without previous experience, to do these jobs himself.

- (1) Invisible when in position.
- (2) Anyone can use them.
- (3) No damage to Walls.
- (4) There is a Rawlplug for every screw.

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Obtainable from all stores, or the Sole Agents
The General Electric Co. of China, Ltd.

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LAMONT'S "SECUREX" FITTINGS & COPPER TUBES
FOR HOT WATER INSTALLATIONS,
AND "CUT OUT" REPAIRS AND RENEWALS.

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APPRECIATE THE ADVANTAGES OF THIS
SYSTEM.

THE REPULSE BAY HOTEL EXTENSION
FITTED THROUGHOUT.

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VITAMINS MEAN HEALTH.

IRVING'S YEAST-VITE TABLETS
(TRADE MARK)

The Greatest Medical Discovery of the Century
(CONTAINS NO HARMFUL DRUGS)

A LIGHTNING PICK-ME-UP

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THE NAVY'S CHOICE

Gates'
ORIGINAL

PLYMOUTH GIN

OBTAINABLE.

EVERYWHERE.

"GENASCO"

Trinidad Lake Asphalt Roll Roofing

Put on A Roofing That Lasts

The Comfort & Security of your Home
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they are of the highest quality and of undoubted
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guarantees these qualities to all who make their
purchases there, and in addition a courteous and
obliging service.

22, DES VOEUX ROAD TEL. CENTRAL 402.
(NEXT TO WHITEWAY'S)

KOWLOON CRICKET CLUB

(Continued from Page 2.)

porary club house to the North of
the cricket ground is in the air
and will receive the earnest con-
sideration of the incoming com-
mittee.

As an alternative, extensive re-
pairs will soon have to be put in
hand to this building and possibly
an extra wing built.

In connexion with the con-
certs and dances held during the
year a vote of thanks is due to the
entertainments committee.

During the year we have lost
several old members whose deaths
we deeply deplore.

Accounts.

Turning now to the accounts,
your committee regrets this year
to have to show a small loss on
working. Our income for the year
is some \$500 less than in the
previous year while our expendi-
ture has increased by over \$1500.
On the income side the bar has not
shown an altogether satisfactory
return although our turnover was
actually larger than in 1925. In
this connexion I will only say that
the job of convener of bar com-
mittee is an onerous and thankless
one and should not be taken on by
anyone who is not prepared to
devote a great deal of time and
trouble to it.

The only other item on the in-
come side which shows a decrease
is the Christmas draw on which we
made \$124 profit as compared with
\$471 in the previous year.

On the expenditure side a large
number of items show increase.
"Entertainment" is up by nearly
\$400 owing to the greater
number of matches, especially
cricket matches, played and
the decision of your committee
that the Club should bear the cost
of visitors' tiffin. But I think that
no one will grudge this increase
which has merely enhanced the
Club's reputation for hospitality.
But at the same time care should
be exercised by those in charge of
pink chits.

Wages are also up by nearly
\$400, a sign of the times. And the
necessary disbursements on re-
pairs, a fluctuating item, have
been heavier than in 1925.

Expenditure on gear is up by
over \$600 but the high figure of
\$1,714 is due to the heavy writing
down of the value of Club gear
such as tennis nets etc., which
though still in use are only
worth perhaps a tenth of their
original value.

The expenditure on cricket gear
is up by \$200. Bad debts are up
by about \$250 but considering the
difficult times of the 1st year
and the size of our membership I
think you will agree that \$449 is
not high.

The children's sports again
which had in previous years been
self supporting owing to the
generosity of subscribers this year
cost the club \$450 an expenditure
which I feel that no one will
grudge. At the same time it is
regrettable that the 1926 sports
should have cost us so much and I
would appeal to members to sub-
scribe more liberally in order to en-
able us to continue our annual
treat to the kiddies on the same
lines as heretofore.

Against these and other increases
the committee have saved \$200 on
general expenses and over \$300 on
stationery and have not found it
necessary to allow so much for de-
preciation of club house, ladies'
pavilion and furniture.

Turning to our balance sheet I
need only remark that our reserve
still stands at over \$33,000.

Mr. Lindsell then proposed the
adoption of the report and ac-
counts, and Mr. E. Abraham
seconded.

Criticism.

Mr. A. O. Brawn said he last
criticised the Club's balance sheet
in 1910, 16 years ago, and regretted
to have to do so again. He hoped
it would meet with the same bene-
ficial result. Under the heading
of finance the committee considered
the working of the Club satisfac-
tory. He entirely disagreed. In
1921 and 1922 he was Vice-Pres-
ident of the Club and chairman
of committee. In 1921 he had an
excellent secretary and they show-
ed a profit of \$5,500. In 1922 they
made \$7,000. Last year the profit
was \$1,600, and this year there was
a loss of nearly \$500. It was
really about \$1,500 in one sense
because they had spent \$1,000 on
past savings.

He agreed that 1921 and 1922
were boom years and that last year
was one of depression. There was
a certain amount—in fact a lot—
of truth in that but it did not affect
the Club much. Now members

RECOVERY OF THE YEN.

RESTORATION OF GOLD
STANDARD ADVOCATED.

Osaka, Sept. 17.

The steady march of the yen to-
ward par is attracting general at-
tention here. Since the beginning
of the year the advance has
amounted to five dollars. The ap-
preciation has revived the advoca-
cy of the immediate restoration
of the gold standard but experts
are of the opinion that the Govern-
ment probably will wait till par
has been actually reached and
sustained by favourable trade be-
fore taking action.—Reuter.

flocked to this club every year, phy-
sical members increased, subscrip-
tions increased so that he thought
it a poor excuse that the former
years were boom years.

Dealing with income he said bar
profits showed a big turnover,
bigger than last year, showing in
fact 23½ p.c. on purchases. It
should show about 28 p.c. instead
of 18 p.c. on sales and 32 p.c.
instead of 23½ p.c. on purchases. That
would have increased their profit
to well over \$6,000. He had been
informed that the Club bought its
stocks from Chinese firms but when
he was in charge they always
bought from well established Euro-
pean firms and they gave every
satisfaction. When they thought
of building a clubhouse then they
issued debentures and these firms
took up wads of them. He thought
the policy of buying from Chinese
firms was foolish. (Hear, hear).

On the question of expenditure
the first item of \$1,600 for
entertainments hit him in the eye.
He thought it was far too much.
It equalled their entrance fees for
the year. He thought the com-
mittee had been grossly extrava-
gant and he recommended they
wash out pink chits. They were
abused, some members using them
to pay for their own drinks. He
had seen them do it. (Laughter).

The Club should only pay for
teas. If a man was playing for
the club and was a sportsman he
should look after the visitors as
his guests.

Wages he saw took \$450 a month
which was too much. They ought
to do it on \$300. Bad debts were
deplorable. Presentations cost
\$563 and he thought they should
be squashed. He could not con-
gratulate the officials and com-
mittee on the working for the past
year.

Other Items.

The Hon. Treasurer (Mr. F. G.
Herridge), said the presentation
account included a bonus to the
Chinese staff at the New Year and
holders for bouquets to ladies who
presented prizes.

Mr. C. Bond said he thought
the bar profits should be at least
40 p.c. The committee this year
must have been very slack. What
was \$221 strike concession?

The Hon. Treasurer said this
was paid to the Club servants be-
cause they stayed during the
strike.

Mr. Bond replied that they did
in other clubs and got no gratuity.

The chairman said there had
been some pungent criticisms
which were undoubtedly largely
justified. As the president he
was partly responsible and took
his share of the blame. He put
the motion to the meeting and it
was carried unanimously.

The chairman said careful note
of the criticism would be taken
for the guidance of the incoming
committee.

Mr. Brawn then proposed in fu-
ture the Club should deal entirely
with European firms. This was
seconded and carried unanimously.
He also proposed that pink chits
be abolished and this also was se-
conded and carried unanimously.
A third motion from him was
that the incoming committee
should consider means by which
they could reduce wages. This
was also carried.

Officers for the year were then
elected as follows:

President, Mr. R. E. Lindsell;
vice-president, Mr. E. Abraham;
captain, Mr. J. C. Lyl; vice-captain,
Mr. F. Goodwin, hon. secre-
tary, Mr. S. E. Green; hon. trea-
surer, Mr. F. G. Herridge.

General committee, Messrs.
Goodwin, Overy, Lammert, Gibson,
Roe, Tachl, Goldenburg and Ro-
binson.

Ballotting committee, Messrs.
A. W. Ramsey, Hirst, Lyon, For-
bes, Stapleton, Brown, Fraser,
Jex, Hamblyn and Labrum.



THE SPIRIT OF THE OCEAN

Of all the roads that men follow in life what finer than the highway of
the deep? For there is found incomparable freedom that invigorates
and ever-constant charm that brings peace to body and mind. The
sailor's faith to the sea is like mankind's faith to

DEWAR'S

Sole Agents.

A. S. WATSON & CO., LTD.

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—GUIDES EVERY JOB—
—WE UNDERTAKE.

In addition to many alterations, additions etc.,
elsewhere, we have installed—

COMPLETE FLUSH SYSTEMS

at the following addresses since 1923.

Peak Hospital.	R. B. L. 79.
No. 7 The Peak. "Tor Crest."	R. B. L. 45.
" 27 "	R. B. L. 138.
" 30 "	R. B. L. 162.
" 55 "	R. B. L. 79.
" 143. " "Formosa"	R. B. L. 60. R.P.
" 173. " No. 1 Mountain View.	R. B. L. 35.
" 178. " No. 5 Cameron Villas	R. B. L. 35.
" 180. " No. 4 Cameron Villas	R. B. L. 54.
" 255. " "Kellett Lodge"	R. B. L. 43.
" 270. " "The Neuk"	R. B. L. 9.
" 271. " No. 7 Stewart Terrace.	R. B. L. 9.
" 272. " No. 8 Stewart Terrace.	R. B. L. 9.
" 295. " No. 9 Stewart Terrace.	R. B. L. 6.
" 360. " "Kirkendon."	R. B. L. 1.
" 362. " "Cragholm"	R. B. L. 98.
" 364. " "Lewknor"	R. B. L. 127.
" 366. " "Bicton"	R. B. L. 1.
" 367. " "Burrington"	R. B. L. 1.
" 368. " "Brockhurst"	R. B. L. 1.
" 369. " "Landless"	R. B. L. 1.
" 370. " "The Ridge"	R. B. L. 1.
" 371. " "Mount Gough"	R. B. L. 1.
" 376. " "Abergeldie"	R. B. L. 212.
" 455. " "	R. B. L. 150.
" 507. " "Fairlyland"	R. B. L. 70.
" 511. " "Dunisdeer"	R. B. L. 49.
" 515. " "Smith Villas"	R. B. L. 87.
" 518. " "Forebank"	R. B. L. 68.
" 523. " "	R. B. L. 154.
" 524. " "The Kennels"	R. B. L. 40.
" 529. " "Coombe"	R. B. L. 74.
" 530. " "Glen Lys"	R. B. L. 84.
" 531. " "Hampden"	R. B. L. 143.

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ESTABLISHED 1899.



A
ROYAL
ASSORTMENT

WOMEN'S INTERESTS

FOR THE
DINNER
TABLE



Above is pictured a fascinating model of deep blue taffeta. The bouffant skirt is mostly of dyed blue lace, encrusted with cut steel beads. About the throat is a boister collar of blue velvet, with coloured flowers at the shoulders.

FIR CONE HATS.

Woman's latest search for original millinery inspiration is leading her to the forests, for the latest hats arriving from Paris look exactly like gigantic fir cones. Looking, at a first glance, as if made of wood, the new fir cone hat is actually made from very minute feathers arranged so cleverly that they look exactly like the scales of pine cones.

There is nothing heavy-looking about these hats, nor are they heavy to wear, while some models resemble the fir cone only in shape and appearance, and are totally different in colour. The most realistic "cones" are of the natural brown tone, but other examples of this type of millinery are in bright green, blue, or scarlet.

A most attractive fir cone hat, made by a Paris designer for wearing with a black and green tailored suit, was fashioned entirely of glossy cock feathers in

THIS WEEK'S RECIPE.

ORANGE BAVARIAN CREAM.

One-half cup orange juice, one-half lemon, one-half cup sugar, 2 eggs, one-eighth teaspoon salt, 1 teaspoon granulated gelatine, 4 teaspoons cold water.

Grate rind and squeeze juice from lemon. Combine orange juice, lemon, sugar, salt and yolks of eggs. Cook, stirring constantly until mixture thickens. Add gelatine soaked in water. Beat whites of eggs until stiff and dry. Beat in orange mixture. Set bowl in a pan of ice water and beat until mixture is thick and stiff enough to hold its shape. Turn into a mold and set on ice until needed.

wonderful blackish-green tones.

These new hats, inspired by trees, are intended for wearing with tailored suits and coat frocks, and will also be seen in combination with some of the new straight-line autumn coats.

STUDIED CARELESSNESS.

Many of the mousseline and chiffon dresses are gay carelessly, as it may seem at first sight, but in reality with a definitely studied art. Blues and purples and reds with hints of misty grey and an intangible yellow go to make up one of these lovely garments. And to complete the effect, the hips or waist are tied with a sash in one of the darker shades of the multi-hued chiffon. On the other hand, white chiffon printed with lavender blue is charmingly youthful in contrast to such bold colours. One, seen recently which was designed for a debutante, had flounces on the skirt, so arranged as to achieve the scalloped effect which, with the broad sash tied in front, was among the characteristic features of the newest modes. The long sleeves, widening at the wrists, emphasized the grace of the dress.



Left, one of the many effective ways of wearing the scarf; right, the large handbag that lends vivid colour note to a costume.



When Mlle. Marguerite, French actress, arrived at Los Angeles from Mexico City she created a sensation with the costly earrings, shown in the picture.

BATHING FASHIONS.

If you want a dazzling extravagant bathing outfit, what about mauve taffeta, collared, bound and belted with silver kid?

Or black taffeta bound in silver, with a large silver lobster-shaped brooch on your left hip?

Or a knee-length plaid silk coat, double-breasted and neatly tailored, with separate knickers worn underneath, and a plaid silk tam-o'-shanter cap with a long red tassel?

Or a white silk dress with red spots of all sizes, worn with a little short cape to match, and a cap made of scarlet rubber poppies? (White sandals with this please, tied with red.)

If you are a real swimmer, there are workmanlike little dresses in wool stockinette, with very short skirts. One red one had a white rubber belt and a close-fitting red rubber helmet, which looked as if it really would keep the waves off the shingle.

If you want really to swim in the sea, and yet to look really nice on the beach, compromise by wearing a plain swimming-dress under a knee-length coat which matches it, but is more ornamental. This, of course, is quite distinct from your big towelling bathing-cloak.

If you are afraid of sunburn, many frocks are now made with high collars, which protect the sensitive skin of the neck and chest. With one of these a rubber helmet and a little waterproof face cream, really there is hardly a chance of getting, even damp,

let alone tanned or burnt! But these are for the ultra-sensitive hothouse flowers—most of us in these days like to show value for our ninepence-for-the-machine and

towel extra—rather than to pretend we've never been near the beach.

TEL. LADY PAGE SAT. JOTTINGS.

The scarf or shawl of brocaded metal cloth or of lame is the popular accessory for the evening gown. Often these are gorgeously fringed.

Very wide balloon sleeves are seen on the new frocks in soft materials, but they are closely confined at the wrists.

Chiffon frocks for evening are given a substantial weight by being quite covered with embroidery in jewels or strass.

The new skirts, though narrow in appearance, have all the width necessary and are cut so that one walks with perfect ease.

The Pierrot collar is returning, usually in organdie or chiffon, though it has actually been seen in starched linen.

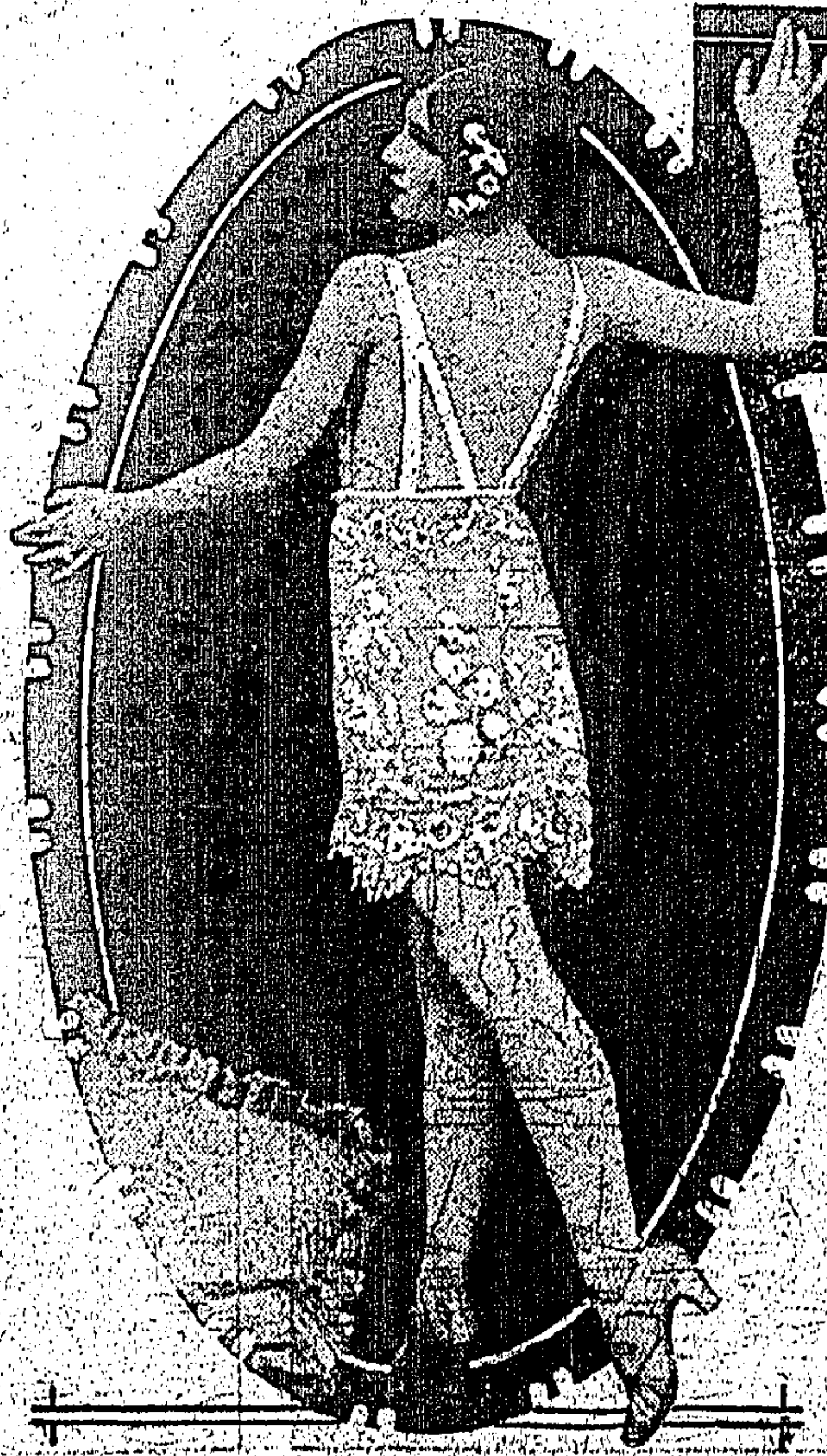
Grosgrain ribbon is used very effectively to band frocks of chiffon or georgette. So is the lacquered ribbon that has an unusually high gloss and lustre.

The red umbrella has suddenly become the vogue, leaving the more conservative green and purple models wondering just how they got pushed out of the lead.

An unusual pair of pumps seen on a French dancer were of mauve coloured kid with birds cut from gold leather, appliqued on the vamp and the heel.



The fringed gown indicates a return to femininity. Left, white chiffon with fringe bolero style; right, canary yellow untrimmed except for self-coloured fringe.



Latest fashion notes from Paris say that evening frocks are to be cut very, very low in the back. Practically all the back will be displayed. So here's a set of undies especially designed to be worn with such frocks.

VIRTUES OF EAU DE COLOGNE.

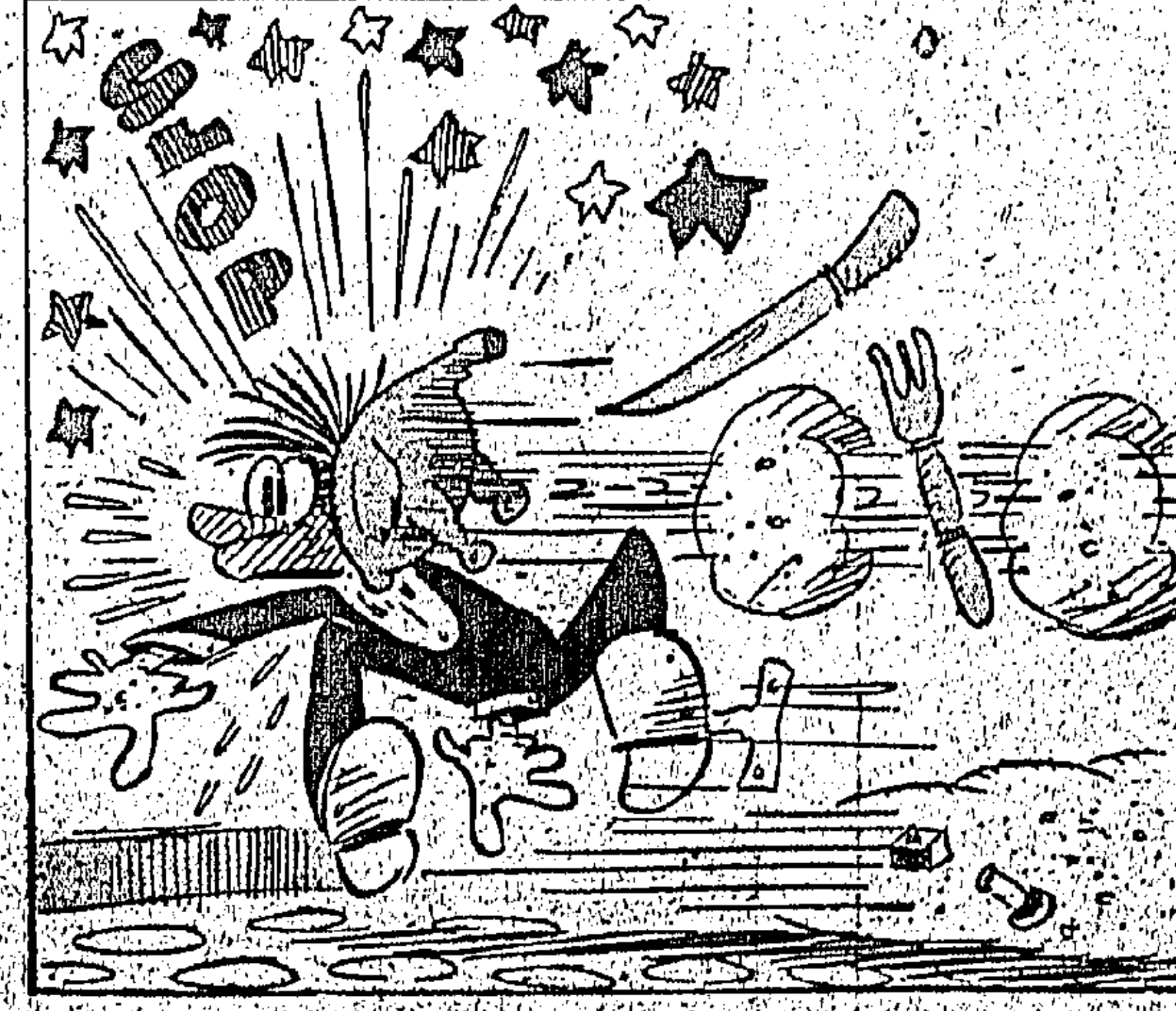
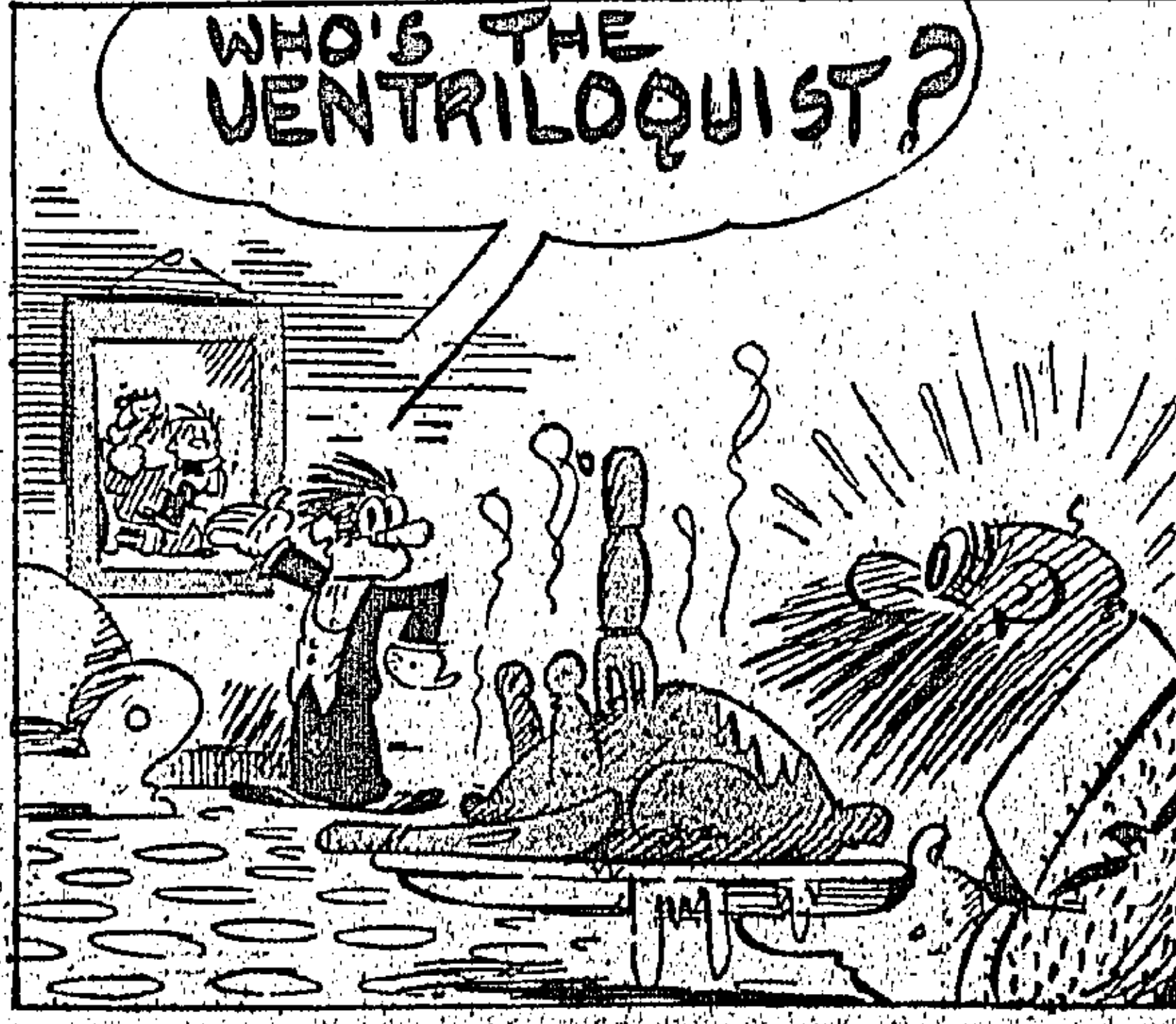
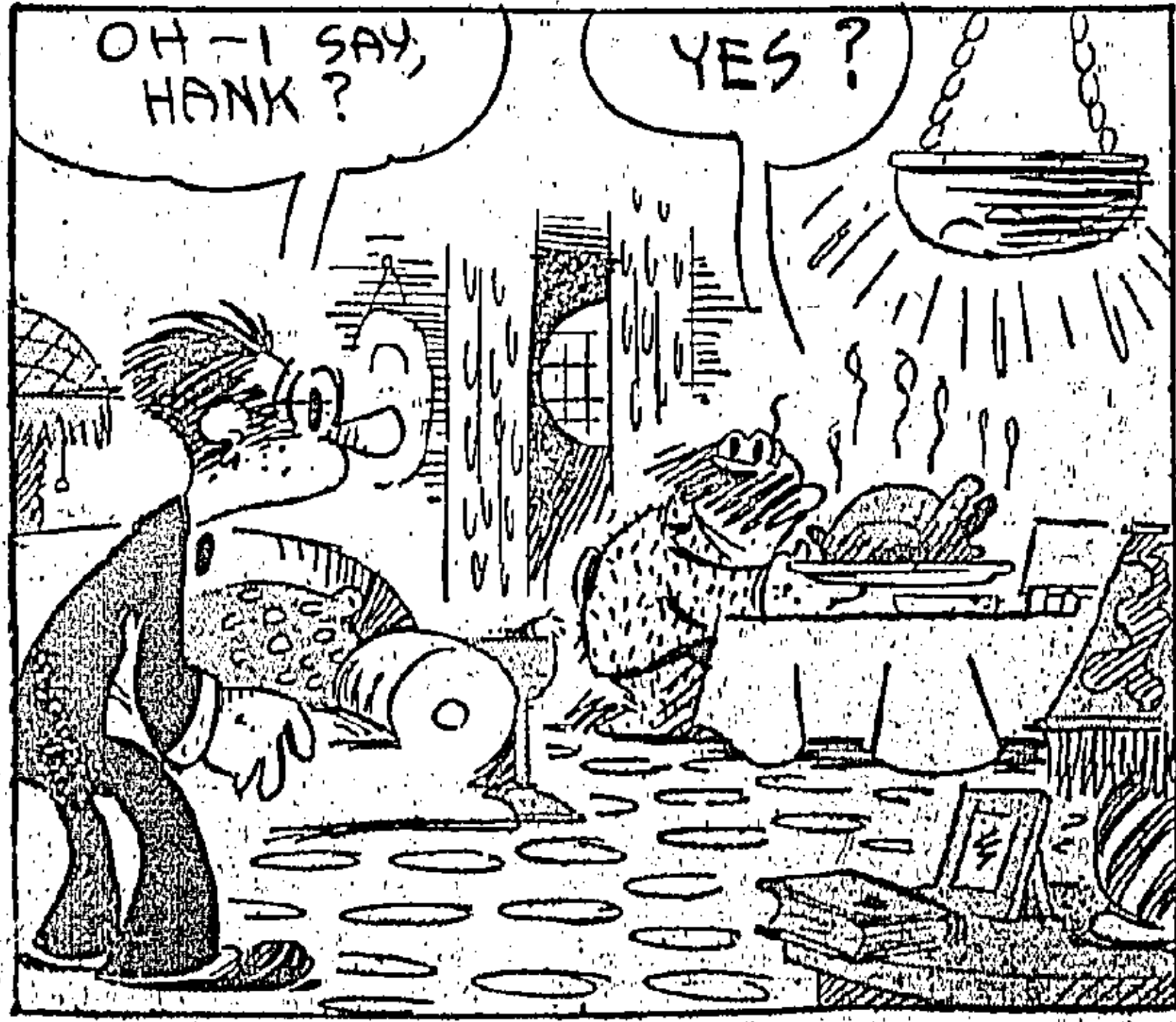
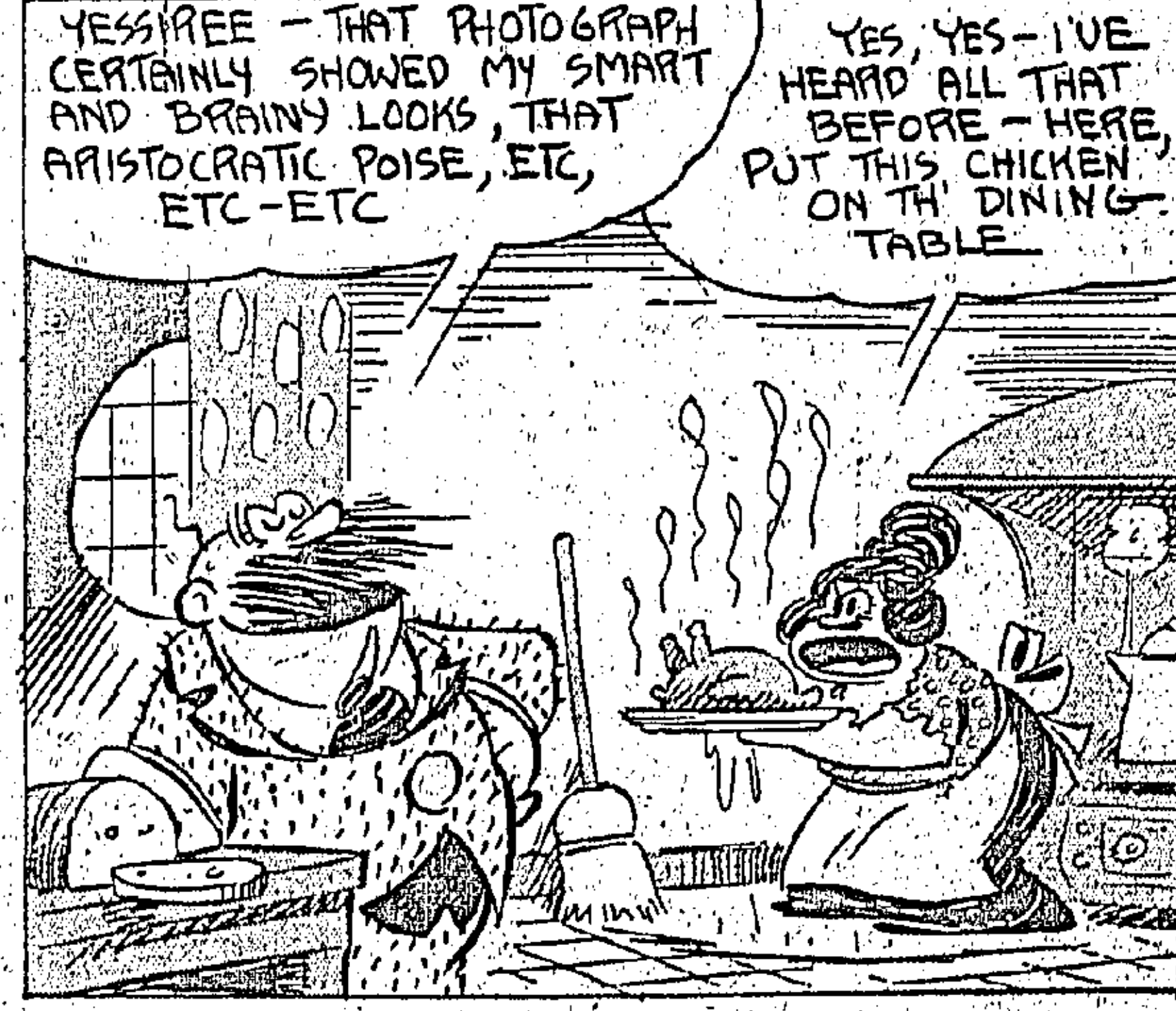
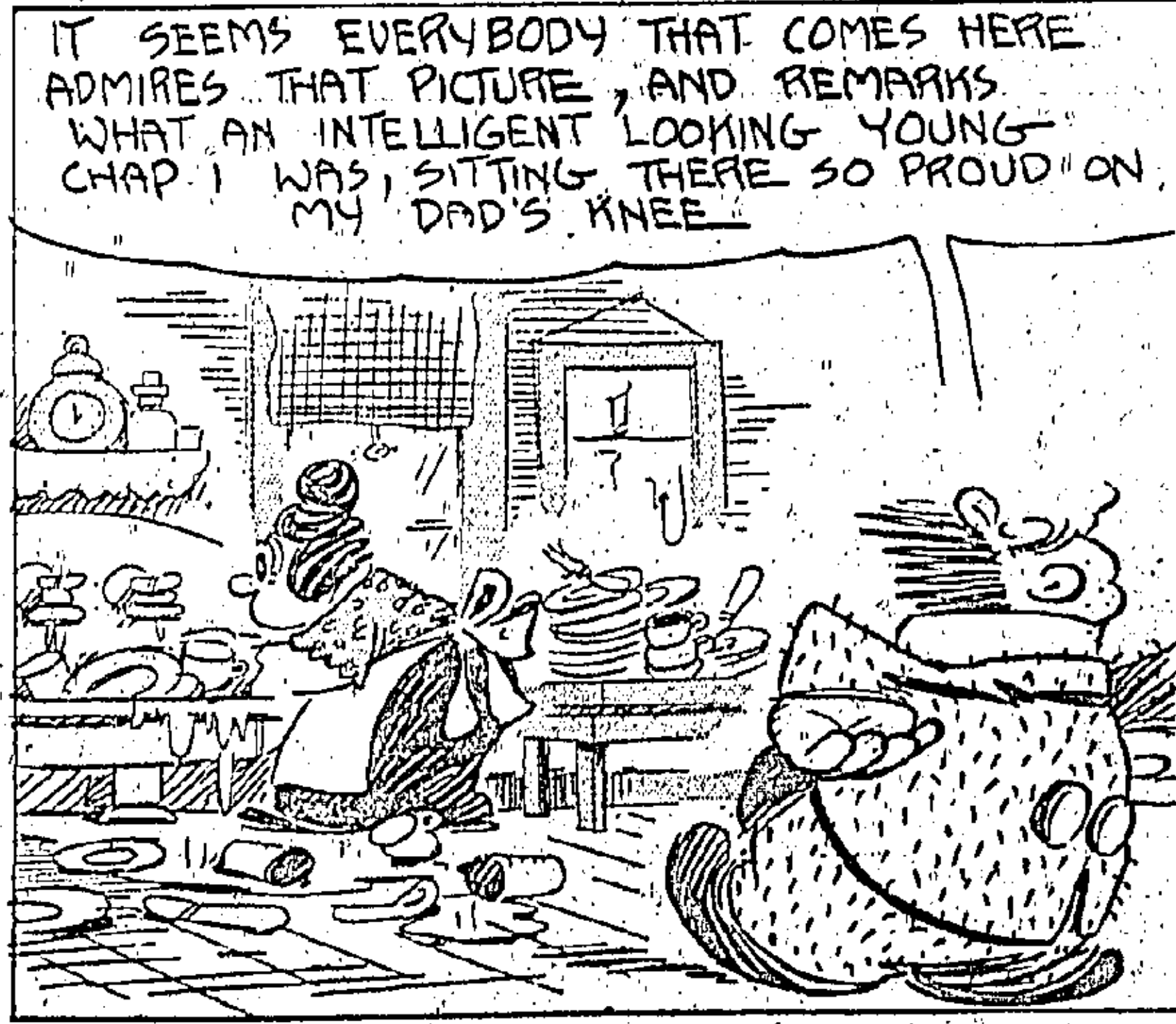
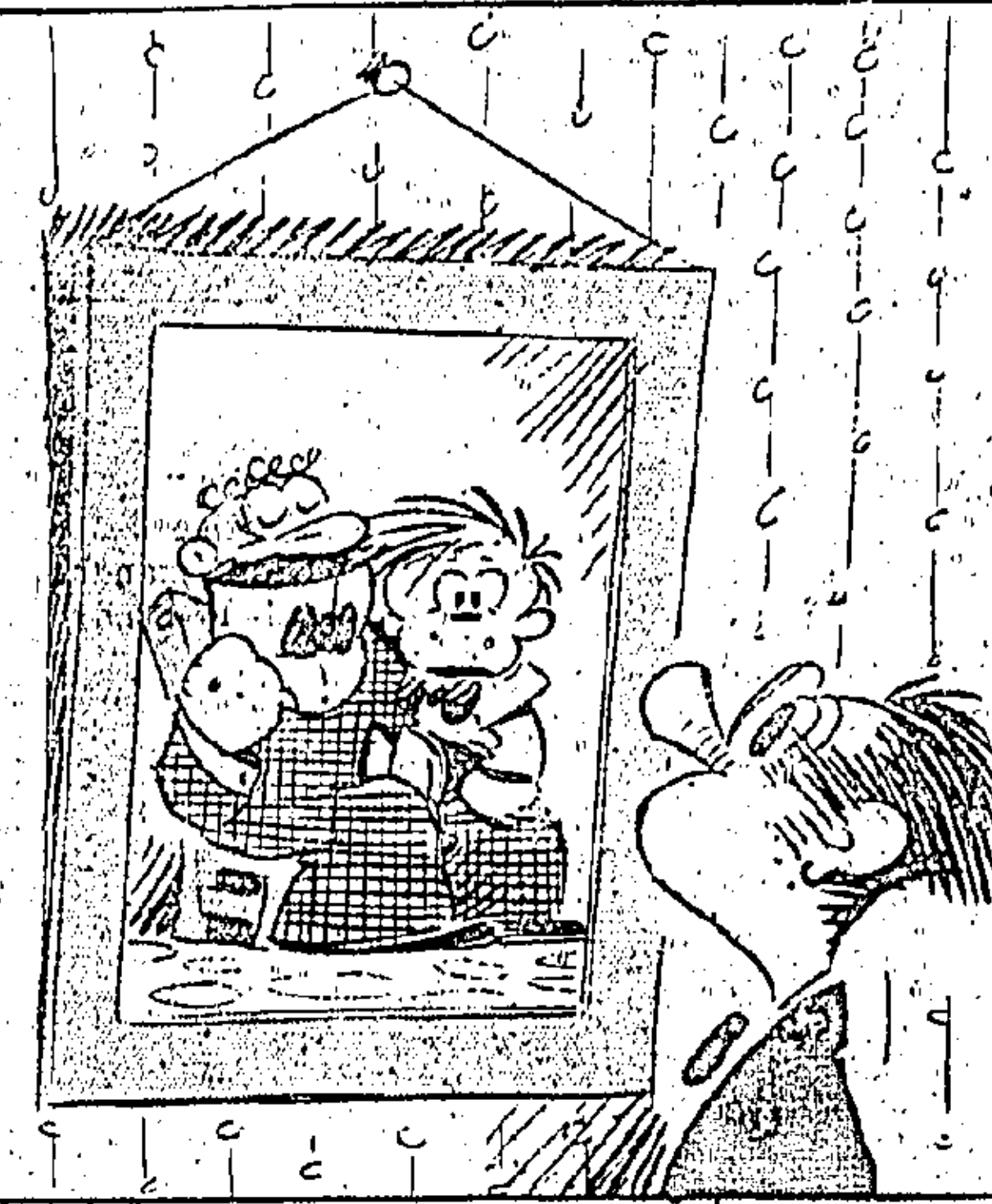
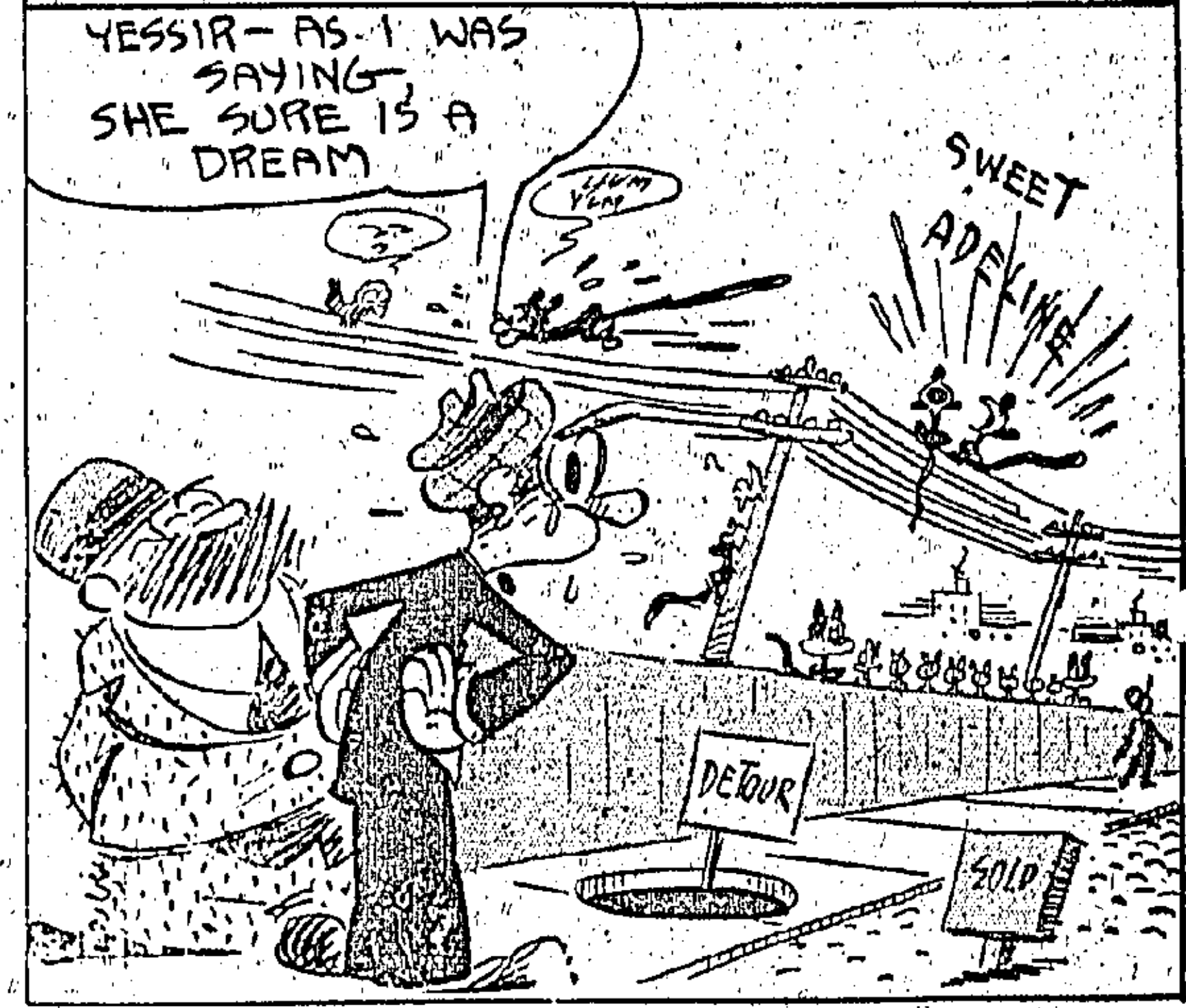
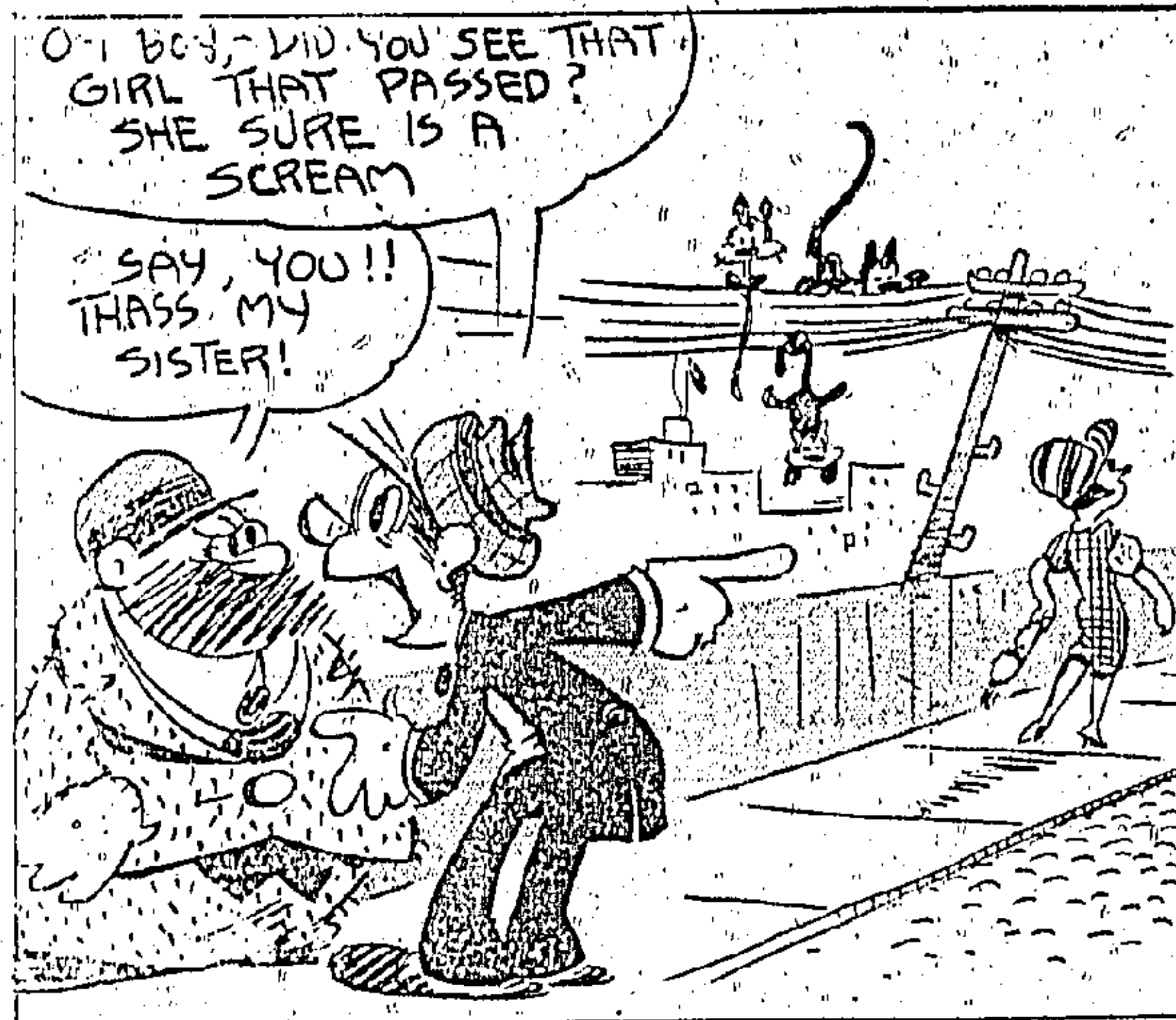
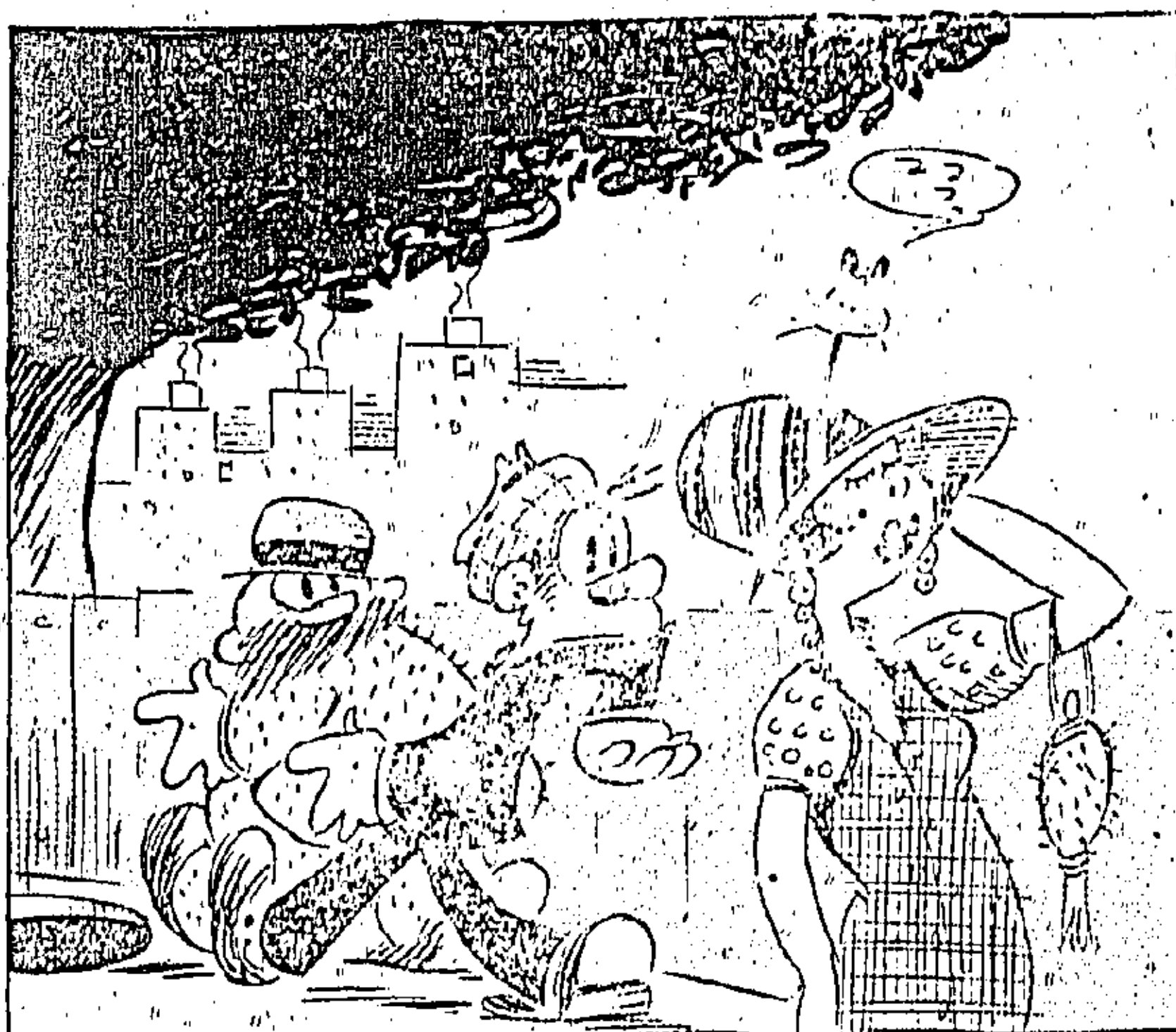
The uses of the Eau de Cologne are too many to be fully described. Many women who never use any other kind of perfume, are in the habit of cooling their skin in summer with its astringent properties.

On a journey it is infinitely for the extremely efficient way in which it removes the traces of sooty vapours from the engine, and enable one to meet the welcome of one's friends with equanimity.

French women are much more alive than we are to the thoroughness with which eau de cologne cleanses the skin. The Englishwoman believes in her soap and water till she is induced to supplement their energies with eau de cologne, and see how much in the way of dirt-removing had been left for it to do.

Cologne water is very useful in giving a refreshing feeling after the bath if a little is poured into the hands and a brisk massage is given. The sports girl finds it invaluable after her exertion, for when she bathes her temples and wrists at the end of a heated game all feeling of fatigue vanishes for the moment.

Even men who, as a rule, eschew such femininity as perfumes find that a few drops in the shaving water give a cool and comforting feeling to the skin after shaving, and as all chemists stock this convenient lotion, it is very easy to procure.



THE WORLD OF SPORT



THE CHANNEL SWIM.

ANOTHER SUCCESS THIS SEASON.

London, Sept. 17. The Englishman, Norman Derham, has swum the Channel in 13 hours 56 minutes.—*Reuter*.

BIG PRIZE WON.

Mr. Norman Derham entered the water at Cap Gris Nez at nine at night. The sea was rather rough and fog came up at four in the morning and blotted out everything. But it lifted at eight o'clock when the swimmer found that he was off St. Margaret's Bay. He landed amid the enthusiastic cheers of the crowd which waved Union Jacks to signify the victory of the Englishman. Some dashed into the water, whilst others including ladies in bathing dresses, swam out to Derham. He has won the *Nes of the World* prize of £1,000 to be the first Britisher to beat Miss Gertrude Ederle's time. He is an ex-mercantile marine officer and son of a former Commander of Lord Leverhulme's yacht.—*Reuter*.

FIRST ENGLISHMAN FOR 15 YEARS.

Rugby, Sept. 17. Great enthusiasm prevailed at Saint Margaret's Bay when the Englishman Mr. Norman Leslie Derham came ashore this morning having swum the channel in 13 hours 56 minutes. Several local women swam out to meet him when he was about half a mile from the shore. They accompanied him on either side and cheered him on his way to the shore. When he stepped out of the water, he was seized and hoisted shoulder high and carried in triumph to a neighbouring inn, accompanied by a cheering crowd, man waving Union Jacks.

Much of the enthusiasm was due to the fact that an Englishman has accomplished the feat of swimming the Channel after an interval of fifteen years. The first and second conquerors of the Channel were Englishmen, Captain Webb being successful in the year 1875, and Burgess in 1911. Since the latter date, Americans claim four victories and Argentina, France and Germany one each. Derham's time is, of course, far better than that of the other two Englishmen, Captain Webb and Burgess, who took 21 hours 45 minutes and 22 hours 35 minutes respectively. It also beats that of the two American women Miss Ederle and Mrs. Corson, who this year took 14 hours 39 minutes and 15 hours 28 minutes respectively. It is, however, not so fast as that of Wierkoter the German, and Michel, the Frenchman, who swam across recently in 12 hours 42 minutes and 11 hours 5 minutes respectively.—*British Wireless*.

AN EASY WIN.

RE-PLAYED BASEBALL GAME.

The Japanese Baseball Club easily defeated the Club de Recreo in their re-played league game at the Happy Valley diamond yesterday. The Japanese scored two runs in the first innings, and six in the second to lead eight-love before the Recreo got fairly started.

When the Recreo were at bat for the last time, D. Botelho raced home on a triple error, and prevented a white-washing. The game at no time reached a high standard, there being some wild throwing by both sides. Only five innings were played.

POLO.

THE AMERICAN OPEN CHAMPIONSHIP.

Westbury, New York, Sept. 17. On their first appearance in the American Open Polo Championship, the Argentine team were eliminated by Roslyn, by 10 goals to 3.—*Reuter's American Service*.

INTERPORT CRICKET.

SHANGHAI PREPARING FOR HONGKONG VISIT.

Once again (says a Shanghai paper) we find the local political situation interfering with the interport games, the present instance being the much looked forward to match with Hankow. Our friends up there telegraphed asking that the match be postponed for a couple of weeks, but it has since been definitely decided to cancel the match owing to the uncertainty of the situation up river and to the probable difficulty in regard to transportation. This will be a great disappointment to not only the Hankow cricketers and hosts, but more especially to the Shanghai men who had intended making the trip and so once again meeting our redoubtable opponents who, by the way, are present holders of the interport flag.

The Hongkong interport match will, as far as can be seen at the moment, take place as scheduled. In any case the Shanghai team is well on the way towards completion and the remaining vacancies will no doubt be filled after the trial matches shortly to be played. The Shanghai Cricket Club is inviting the leading players to signify their willingness to make the trip to Hongkong if they are chosen, and it seems likely, says the *Shanghai Times*, that the following men will accept:—Capt. Barrett, Dr. W. E. O'Hara, H. Ollerdsen, M. Divecha, L. Goldmann, S. Isaacs, D. W. Leach, E. G. Barnes, W. Allison, W. Mansell Smith and J. Quayle. Should, however, any of these players not be able to accept the invitation, the following may then be in the team: England, Burn, P. Madan, H. Rogerson, and W. Cockburn.

GOLF.

JONES PROVES BRILLIANT.

Baltusar, Sept. 17. In the third round Jones ousted his strongest rival, Chick Evans, after a gruelling fight. The factors were superior driving and marvelous recoveries. He meets Ouniet in the fourth round. Jones beat Evans by 3 and 2.

Von Elm beat Gunn by 8 and 7; Ouniet beat Wright, Albermarle, by 5 and 3, and Dawson, of Chicago, beat Held by 2 and 1.—*Reuter's American Service*.

BOBBY JONES IN FINAL.

Baltusar, Sept. 17. In the American Amateur Golf Championship, Bobby Jones beat Francis Ouniet in the semi-final round, by five up and four to play.—*Reuter's American Service*.

VON ELM IN FINAL.

Von Elm beat George Dawson by 11 up and 10 to play. Jones and Von Elm will meet in the final on Saturday. If Jones wins it will be the first time the same player has won the Amateur Championship for three years, and also the first time any player has held the British and American open amateur titles.—*Reuter's American Service*.

U. S. TENNIS CHAMPIONSHIP.

LACOSTE BEATS COCHET.

Forest Hills, Sept. 17. In the lawn tennis national championship, Lacoste beat Cochet in the semi-final, 2/6, 4/6, 6/4, 6/3.—*Reuter's American Service*.

LAST AMERICAN DEATEN

Borotra beat Vincent Richards 2-6, 6-4, 4-6, 8-6, 6-2.—*Reuter's American Service*.

When the anniversary of the defeat of the Moors at Ourique, near Cartago, by the Portuguese in 1189 was celebrated, the Prime Minister, General Carmona, said in a speech that the Government was making war on the bad politicians who had dragged the country into moral and material disgrace.

KOWLOON FOOTBALL CLUB.

REPORT AND BALANCE SHEET FOR LAST YEAR.

The report of the Committee of the Kowloon Football Club for 1925-26 shows a bar income of \$15,847.55. Income from other sources amounted to \$6,417.30 and general expenditures to \$3,334.20, leaving a balance of income over expenditure of \$18,930.65.

The report to be made at the annual meeting to be held on Friday the 24th is as follows: Finance. The profit made on the working of the Club during the year was \$3,193.00. During that period there was an expenditure of \$1,585.50 for extensions and additions to the Pavilion, also for purchases of certain furniture and fittings. In view of the fact that the original cost of the Pavilion has not been taken into consideration in previous Balance Sheets, it has been decided to set up the sum of \$2,500.00 as representing the value of the Pavilion, including furniture and fittings.

At the request of the Committee the Accounts have been audited by Messrs. A. W. Eastman and D. C. Logan, and to these two gentlemen the thanks of the Club are due.

Membership.—The membership of the Club stands at 335 as against 322 members on 31st August, 1925. During the year 97 new members have joined, 18 members have resigned, and 51 names were removed on account of departures from the Colony, and for other reasons.

The Committee record with deep regret the deaths of Messrs. R.H.B. Mitchell, (an ex-President of the Club), D.A.G. Allison, A.J.W. Hoy, J. H. Kynoch and J. H. Osberby.

Football.—The past season has been the most successful to date enjoyed by the Club. For the first time three teams from the Club were entered in the Hongkong League. The Senior XI won the Championship of the 1st division, this being the first time the Kowloon Club has attained this distinction. They also won the Hongkong Challenge Shield for the second successive year, after two very close games against the East Surrey Regiment in the Final. The Reserve XI were runners-up in the 2nd division, finishing two points behind the leaders, the South China "A" team. Another XI was entered in the 3rd division but did not meet with much success due to a strange lack of interest and support from the playing members, but nevertheless all fixtures were completed.

The team records in Competition games during the season were: First XI. 18 14 2 2 54 14 Second XI 17 11 3 3 36 13 Third XI 14 0 3 12 8 31 Clubhouse.—The Club's Pavilion has been greatly improved and enlarged during the year. The dressing room accommodation has been doubled, the bar extended, and an additional room added for the convenience of Lady visitors.

The ground is in excellent condition having been thoroughly rested throughout the summer. Owing to the lack of support accorded by members the usual Annual Dinner was not held. Two enjoyable dances took place on the Club's premises at the end of the football season and were well patronised.

RUBBER PRICES.

STRAITS QUOTATIONS.

Messrs. Carroll Bros. have been advised that the Suipei Began Company has declared a final dividend of 15%, making 35% for the year. They also report the following sales made to Singapore:—Ayer Moleksa\$2.80 sales Geniales\$2.05 sales Jerama\$1.85 c.d. sales Jimahs\$2.80 sales Pajamas\$14.20 sales

EASTERN DISEASES.

WEEKLY RETURN.

The League of Nations health bulletin of Eastern ports for the week ending the 17th inst. is as follows: Plague.—41 cases at Rangoon; Cholera.—7 cases at Bangkok, 53 at Amoy, 3 at Dairen, 57 at Shanghai and 1 at Negapatam.

Small-pox.—4 cases at Bangkok, 1 at Alexandria, 2 at Cheribon, 5 at Bombay; 3 at Madras, 3 at Tuticorin; 1 at Rangoon.

Sir W. W. Hoy, General Manager of Railway and Harbours in South Africa, will accompany General Hertzog, the Prime Minister of the Union to the Imperial Conference. Mr. C. I. Plenaar, Commissioner for Commerce for the Continent of Europe, has sailed for England.

THE "ELSIE" LADIES' TENNIS RACKET.

12 and 13oz

\$1250. Nett Cash.

ALSO IN HEAVIER WEIGHTS FOR MEN.

DUNLOP TENNIS BALLS \$10.50 per doz.

Lane, Crawford, Ltd.

SPORTS SPECIALISTS.

ST. ANDREW'S SOCIETY.

COMMITTEE'S ANNUAL REPORT.

The annual report of the Hongkong St. Andrew's Society states: Your Committee have pleasure in presenting to you the report and statement of accounts for the year ended August 31st, 1926. The balance at the credit of the Society now stands at Hongkong \$4,125.88 to which must be added the sum of Straits \$6,700 invested in 5% per cent. Straits War Loan and \$500 five per cent. War Loan 1929-47.

The Annual Ball was to have been held in the City Hall on November 27th, St. Andrew's Day being a Monday, but owing to the death of Her Majesty Queen Alexandra it was postponed until February 26th, 1926.

A Robert Burns Birthday dinner was held on January 23rd, at the Hongkong Hotel.

The sum of \$1,046.50 was expended during the year in assisting distressed Scotsmen.

The "J. R. M. Smith" Scholarship was won by Master John Laing of the Central British School.

Your Committee deeply regret to record the deaths of Messrs. W. Murray Scott, D. K. Blair, J. H. Kynoch, T. A. Barclay, A. Findlay-Smith, Sir James Cantlie, Dr. Dalmahoy Allan and W. Shewan.

During the year 56 new members joined the Society and it is hoped members will continue to give their assistance by bringing forward new names.

The accounts have been audited by Mr. R. J. Moncrieff, to whom our thanks are due.

The report is signed by Dr. G. D. R. Black, President, and by Mr. R. S. Sutherland, acting Hon. Secretary.

The General Account shows on the income side a balance brought forward from the previous year of \$2,909. Subscriptions collected amounted to \$1,192; interest on current account \$73; interest on Straits War Loan \$365; interest on 5 per cent. War Loan 1929-47 \$913; making a total income of \$5,463. On the other side, charities absorbed \$1,046, and disbursements \$281; there remaining a balance in current account with the Hongkong and Shanghai Banking Corporation of \$4,125.

The Investment Account shows to Straits Settlements 5% per cent. War Loan (1918) \$200; to Straits Settlement 5% per cent. Conversion Loan \$6,500; and to five per cent. War Loan 1929-47 \$500 at 2/3, \$4,445, this making a total balance of \$11,145.

The Ball Account shows subscriptions amounting to \$3,260, with interest on Current Account of \$1.19. The biggest items in expenditure in this connection were \$1,200 by the Dance and Music Committee, and \$5,018 by the Supper and Wine Committee.

The Greek Government has appointed a special commission to be responsible for the education of the minority populations. It will issue instructions regarding the programme of work and the books to be used in the schools, and will appoint teachers able to speak the languages of the minority peoples.

THE HO HONG BANK, LTD.

(Established 1917.)

Capital\$20,000,000
Authorized Capital\$20,000,000
Paid-up Capital\$10,000,000
Reserve Fund\$10,000,000
Surplus\$1,227,000

HEAD OFFICE—SINGAPORE.
Branches, Agencies and Correspondents in the principal cities of the world.
Every description of Banking and Exchange business transacted.
H. L. HUANG, Manager.

THE MERCANTILE BANK OF INDIA LIMITED.

15, Gracechurch Street, London, E.C. 4.
Authorized Capital\$10,000,000
Paid-up Capital\$10,000,000
Reserve Fund\$1,850,000

BRANCHES:
The Bank of England and Midland Bank, Limited.
Bangkok, Calcutta, Canton, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Siam, Soerabaya, Tientsin, Yokohama.

HONGKONG BRANCHES:
Every description of Banking and Exchange business transacted.
Interest allowed on Current Accounts to 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.
C. L. C. HANDES, Manager.

6, Queen's Road, Central, Hongkong, April 17th, 1925.

DEATH CAUSED BY FEAR.

HOUDINI'S STARTING THEORY.

New York.—Fear, and not poisoning by carbon-dioxide, is the cause of the death of miners and other persons trapped in airtight compartments. This startling assertion is made by Mr. Harry Houdini, the famous stage magician and opponent of spiritualism, who had himself sunk in a sealed coffin in a swimming pool for an hour and a half to prove his contention. Dr. W. McConnell, of Philadelphia, and of the United States Mines Department, who examined Houdini after he was released from the coffin, expressed himself amazed with the demonstration, and declared that Houdini's theory might cause important changes in safety methods in mines.

The coffin in which Houdini was soldered up was computed to contain 34,398 cubic inches of air. The oxygen in that air, according to the scientists, should all have been used up in three or four minutes, but Houdini breathed it for 90 minutes and emerged smiling. "Anyone could do it," he declared afterwards. "The important thing is to believe that you are safe, not to breathe deeply, and not to make unnecessary movements."

During his stay under water Houdini kept in communication with watchers by a telephone wire, by means of which he indicated every few minutes that he was all right.—*Reuter*.

At a meeting of the locked-out dockers at Dunkirk, a delegate announced the receipt of £400 worth of roubles from Soviet Russia.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital\$50,000,000
Issued and Fully Paid-up\$50,000,000
Reserve Fund\$4,800,000
Surplus\$1,000,000

HEAD OFFICE: HONGKONG.
COURT OF DIRECTORS:—
Hon. Mr. D. G. M. Bernard, Chairman.
Hon. Mr. A. O. Lane, Deputy Chairman.
W. H. Bell, Esq., J. A. Plummer, Esq., A. H. Compton Esq., T. G. Wall, Esq., W. L. Patterson, Esq., H. P. White, Esq., G. M. Young, Esq., Chief Manager.
A. H. Barlow, Esq., Chief Manager.

BRANCHES:—
LONDON, LYONS, MANILA, BANGKOK, BOMBAY, CALCUTTA, CANTON, CHONGKING, COLOMBO, HANKOW, HONGKONG, KOBÉ, KUALA LUMPUR, KUCHING, SHANGHAI, SINGAPORE, SOERABAYA, TIENTSIN, YOKOHAMA.

Current Accounts opened in Local Currency and Fixed Deposits accepted for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
—Hongkong, 27th May, 1924.

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
A. H. BARLOW, Chief Manager.

THE BANK OF CANTON LTD.

HEAD OFFICE: HONGKONG.

Established 1912.

Authorized Capital\$1,200,000
Paid Up Capital\$1,052,525
Silver Reserve Fund\$ 700,000

BRANCHES:—
Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.
Correspondents in all principal cities of the world.

LONDON BANKERS:—
The London Bank Limited.
Every description of Banking business transacted.
Safe Deposit Boxes in various sizes to let from \$5.00 to \$40.00 yearly.
LOOK POON SHAN, Chief Manager.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society.)

BANK.

Established 1824.

Hongkong Branch established 1900.

Authorized Capital Goldfl.\$10,000,000
Paid-up Capital Goldfl.\$5,000,000
Reserve Fund Goldfl.\$5,000,000
Special Reserves Goldfl.\$1,177,840

HEAD OFFICE—AMSTERDAM.
Eastern HEAD OFFICE—BATAVIA.

BRANCHES:—Batavia, Bandoeng, Barmby, Calcutta, Cheribon, Djember, Dikokarta, Kobe, The Hague, Hongkong, Macassar, Medan, Padang, Palembang, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaya, Soerakarta (Solo), Tegal, Yllatop and Welleserdam.

Bankers—National Provincial Bank, Ltd.
Correspondents all over the world.

RANKING BUSINESS OF EVERY DESCRIPTION.
J. C. MAASSEN, Acting Manager.

THE BANK OF EAST ASIA LIMITED.

HEAD OFFICE: HONGKONG.

9, Queen's Road, Central, Hongkong.

Authorized Capital\$10,000,000
Paid-up Capital\$5,000,000
Reserve Fund (1925)\$1,250,000

BRANCHES AND AGENCIES:—
Batavia, Barmby, Calcutta, Canton, Cebu, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Siam, Soerabaya, Tientsin, Yokohama.

Correspondents in all principal cities of the world.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.
SAFE DEPOSIT BOXES to let.
KAN YONG PO, Chief Manager.

Hongkong, 22nd May, 1924.

THE YOKOHAMA SPECIE BANK LTD.

(Established 1884.)

Capital (fully paid up)Y. 10,000,000

Reserve fundY. 8,500,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at:—
Batavia, Barmby, Calcutta, Canton, Cebu, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Siam, Soerabaya, Tientsin, Yokohama.

Correspondents in all principal cities of the world.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.
SAFE DEPOSIT BOXES to let.
KAN YONG PO, Chief Manager.

Hongkong, 22nd May, 1924.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1826.

HEAD OFFICE: LONDON.

Paid-Up Capital\$1,000,000
Reserve Fund\$1,000,000
Reserve Liability of Proprietors\$1,000,000

Agencies and Branches:—
ALOR STAB, MANILA, AMRITSAR, MEDAN, BANGKOK, NEW YORK, BATAVIA, Peking, BOMBAY, PENANG, CALCUTTA, PESHAWAR, CANTON, SHANGHAI, CHONGKING, SOERABAYA, COLOMBO, SINGAPORE, HANKOW, SOERABAYA, HONGKONG, TIENTSIN, KOBÉ, TIENTSIN, KUALA LUMPUR, YOKOHAMA, KUCHING, YOKOHAMA (Philippines Islands).

Foreign Exchange and General Banking business transacted.
Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.
A. H. BARLOW, Manager.

Hongkong, 1st August, 1925.

INTERNATIONAL BANKING CORPORATION.

(Owned by the National City Bank at New York.)

Capital, Surplus and Undivided ProfitsU. S. \$14,000,000

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 55, Bishopsgate, E.C. 4.

BRANCHES:—
Hongkong, Tokyo, Barcelona, Madrid, Manila, Osaka, Peking, Canton, San Francisco, Cal., Shanghai, Singapore, Tientsin, Yokohama.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts and Savings Bank accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

We are also able to offer our Customers the services of Branches of the National City Bank of New York in the principal cities of South America and in the West Indies.
G. HOGG, Manager.

行銀商工法中

BANQUE FRANCO-CHINOISE

pour le Commerce et l'Industrie.

Hongkong, March 11th, 1926.

(Incorporated in France.)

5, Chater Road, Victoria, Hongkong.

HEAD OFFICE: 74, Rue St. Lazare, Paris.

CapitalFr. 20,000,000
ReservesFr. 11,150,000
Special Working CapitalFr. 50,000,000

BRANCHES:—
Paris, Lyons, Marseilles, Saigon, Haiphong, Hankow, Peking, Shanghai, Tientsin, Canton and Hongkong.

BANKERS:—
France: Societe Generale, Banque National de Credit, Banque de Paris et des Pays Bas, London-Midland Bank, Ltd., New York—Irrving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business Transacted. Correspondents throughout the world.
A. ROLLIN, Manager.

THE BANK OF CHINA.

SPECIALLY AUTHORIZED BY PRESIDENTIAL MANDATE OF THE REPUBLIC OF CHINA ON THE 2ND OF NOVEMBER, 1917.

Authorized Capital\$10,000,000
Paid-up Capital\$10,000,000
Reserve Funds\$1,813,413.34

HEAD OFFICE: Peking.
HONGKONG BRANCHES:—
4, Queen's Road, Central.

Branches and Sub-branches all over China and correspondents in Europe, America and other parts of the world.

LONDON BANKERS:—
The National Provincial and Union Bank of England Limited.
The Guaranty Trust Company of New York.
The Irving National Bank, The Equitable Trust Company of New York.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
TSU, YEN FEE, Manager.

BANQUE DE L'INDO-CHINE.

HEAD OFFICE: 56, Boulevard Haussmann, Paris.

Subscribed CapitalFr. 12,000,000
Paid CapitalFr. 6,425,825
Reserve FundFr. 5,574,175

BRANCHES:—
BANGKOK, PAPETE, BATAVIA, Peking, CANTON, PHNOM-PENH, HANKOW, PONDICHERRY, YOKOHAMA, SHANGHAI, HAIPHONG, SINGAPORE, TIENTSIN, HONGKONG, TOURNAI, MONTREUX, YUNNANFU.

BANKERS:—
In FRANCE: Compagnie Nationale d'Escompte de Paris, Credit Lyonnais, Banques de Paris et des Pays-Bas, Societe Generale.

In LONDON: The National Provincial and Union Bank of England, Ltd., Overseas National Bank of America, Ltd., Credit Lyonnais.

In NEW YORK: J. P. Morgan & Co.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.
A. LECOT, Manager.

FOR CANTON

THE INDO-CHINA S. N. CO., LTD'S

S.S. "CHEONGSHING"

(Tons 1680.)

will be ready to receive cargo at
WEST POINT WHARF

on **FRIDAY** Morning
the **17th** inst.

And sails at daylight on **SUNDAY**
the **19th** inst.

Returning **TUESDAY**
the **21st** inst.

Cargo and Passengers will be carried at current rates. Cargo can be landed into Company's Godown at Canton and storage arranged at favourable rates and reasonable protection given. Special facilities for delivery of Cargo ex Godown.

For further particulars apply to:—

JARDINE, MATHESON & CO., LTD.
GENERAL MANAGERS.
INDO-CHINA S.S. CO., LTD.

ON "TIMETABLE" SCHEDULE

Dollar "President" liners are the first in history to maintain "timetable" schedules for worldwide ocean traffic, comparable to railway schedules ashore. This dependable service enables you to perfect definite travel plans, to count surely on making rail and steamship connections.

Dollar liners in trans-Pacific service offer two sailings each month, reaching San Francisco via Shanghai, Kobe, Yokohama and Honolulu. Dollar liners afford four sailings each month to Manila; thence to Singapore and beyond, round-the-world, on fortnightly schedule.

All outside-staterooms are big factors in Dollar Line popularity. Suites de luxe are such as you would expect on ships that maintain the famous Dollar Line cuisine. Decks and social halls are spacious. You will enjoy travel on these clean oil-burning liners.

TO EUROPE AND NEW YORK

VIA MANILA—STRAITS—COLOMBO—SUEZ—PORT SAID
—ALEXANDRIA—NAPLES—GENOA—MARSEILLES
Thence to BOSTON and NEW YORK

Fortnightly Sailings:

Pres. Garfield Sept. 28—8.00 a.m.
Pres. Monroe Oct. 26—8.00 a.m.
Pres. Harrison Nov. 9—8.00 a.m.

TRANS-PACIFIC SERVICE

TO SAN FRANCISCO, VIA HONOLULU, SHANGHAI,
Kobe and YOKOHAMA

Fortnightly Sailings

Pres. Taft Sept. 26—10.00 a.m.
Pres. Wilson Oct. 10—10.00 a.m.
Pres. Lincoln Oct. 24—10.00 a.m.

TO MANILA

Pres. Garfield Sept. 28—8.00 a.m.
Pres. Wilson Oct. 1—3.00 p.m.
Pres. Lincoln Oct. 15—3.00 p.m.

For passenger and freight rates, apply to

Dollar Steamship Line

HONGKONG AND SHANGHAI BANK BUILDING, GROUND FLOOR,
Telephone: Central 2477, 2478 and 795.



REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjisondari	Batavia	18th Sept.	21st Sept.	Shanghai
Tjisaroca	Shanghai	20th Sept.	23rd Sept.	Batavia
Tjisasar	Japan	28th Sept.	29th Sept.	Batavia
Tjilmanok	Java	28th Sept.	30th Sept.	S'hai N. China
Tjilboet	N. China	29th Sept.	1st Oct.	M'kear & Java
Tjikembang	Batavia	2nd Oct.	5th Oct.	Shanghai
Tjisondari	Shanghai	4th Oct.	7th Oct.	Batavia

*Via Macassar

*Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to

Java-China-Japan Lijn.

CANADIAN PACIFIC

EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC

17 Days from Hongkong to Vancouver

LARGEST & FASTEST STEAMSHIPS

Special FARES to EUROPE
£120 £112 £83.

VICTORIA AND VANCOUVER
via SHANGHAI AND JAPAN PORTS.

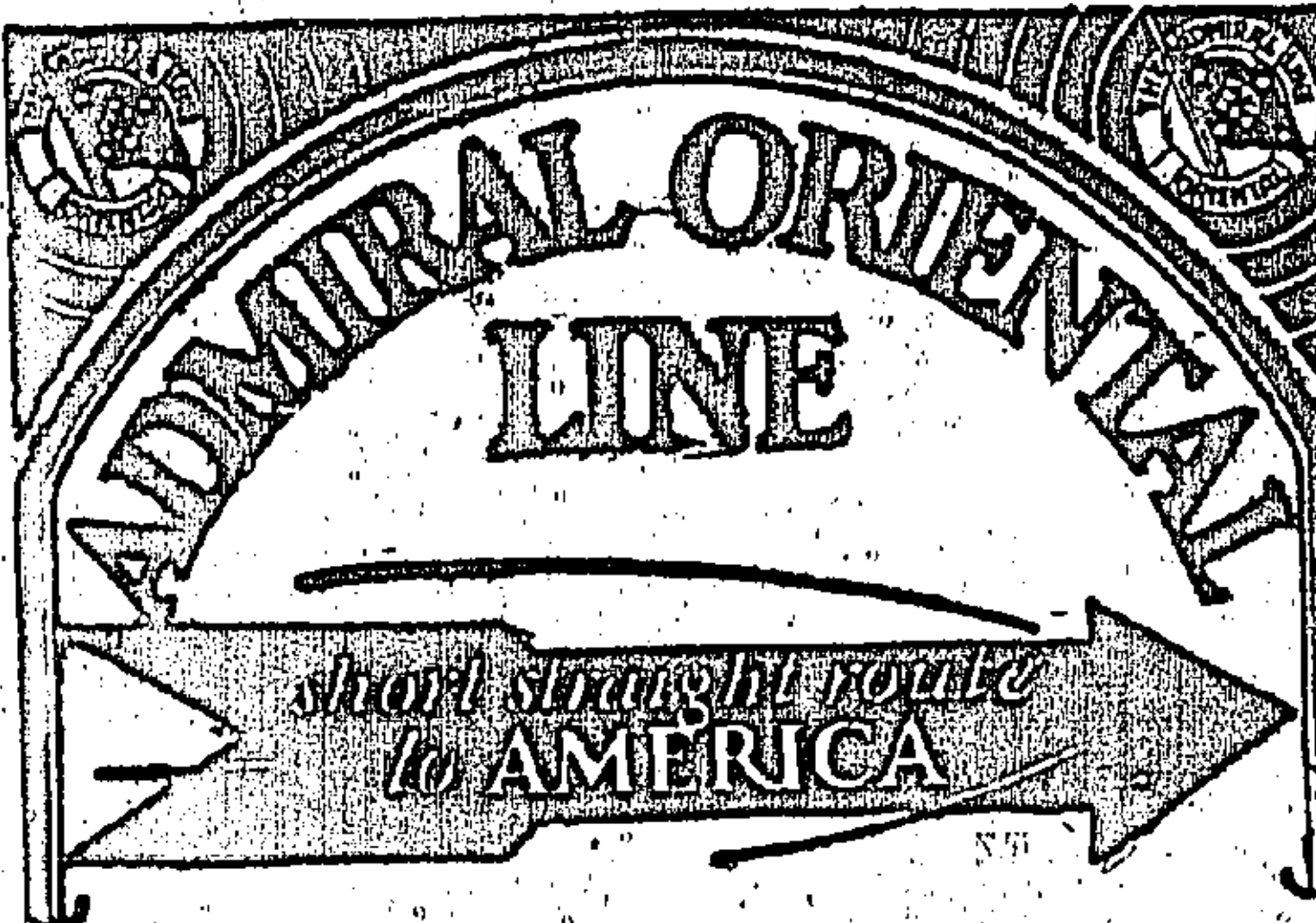
STEAMERS	Hongkong	Shanghai	Kobe	Yokohama	Van'var
	Leave	Leave	Leave	Leave	Arrive
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	Oct. 20	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Oct. 6	Oct. 8	Oct. 9	Oct. 11
Oct. 20	Oct. 22	Oct. 23	Oct. 25

Passenger Department: Tel. C. 762. Cables: "GACANPAC."
Freight and Express: Tel. C. 42. Cables: "NAUTILUS."



Sailings Every 12 Days
Special Through Rates to Europe.
SEATTLE & VICTORIA

SHANGHAI—Kobe—YOKOHAMA

S.S. "PRESIDENT MADISON" Sept. 25th, 5.00 p.m.
S.S. "PRESIDENT JACKSON" Oct. 7th, 5.00 p.m.
S.S. "PRESIDENT MCKINLEY" Oct. 19th, 5.00 p.m.

FOR MANILA

S.S. "PRESIDENT JACKSON" Sept. 29th, 5.00 p.m.
S.S. "PRESIDENT MCKINLEY" Oct. 11th, 5.00 p.m.
S.S. "PRESIDENT JEFFERSON" Oct. 23rd, 5.00 p.m.

EVERY 12 DAYS THEREAFTER

ADMIRAL ORIENTAL LINE

Telephone Central 2477, 2478 and 795. No. 4 Des Voeux Road.
Hongkong and Shanghai Bank Building, Ground Floor

ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.

AMERICAN & MANCHURIAN LINE.

"CITY OF BARODA" 9,870 tons d.w. Sailing 5th Nov.
"CITY OF CAIRO" 10,145 tons d.w. Sailing 3rd Dec.

The above modern passenger steamers will be despatched as above for BOSTON and NEW YORK via PHILIPPINE ISLANDS, STRAITS, COLOMBO and SUEZ CANAL, arriving in NEW YORK on or about 5th January and 2nd February respectively. Fares £100 Single First Class. £ Single Second Class.

For Freight or Passage, apply to

THE BANK LINE, LTD.
General Agents.

INDO CHINA STEAM

NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination. Steamer. Sailings.

TIENTSIN S'hai & Chofoo	Chaksang	Satur. 18th Sept at	4 p.m.
CANTON	Cheongshing	Sun. 19th Sept at	6 a.m.
HAIPHONG	Mingsang	Wed. 19th Sept at	8 a.m.
STRAITS & Calcutta	Fooksang	Mon. 20th Sept at	3 p.m.
OSAKA Amoy S'hai & Kobe	Hosang	Wed. 22nd Sept at	7 a.m.
TSINGTAU via S'hai	Hopsang	Wed. 22nd Sept at	noon.
SANDAKAN	Hinsang	Thurs. 25th Sept at	2 p.m.
TIENTSIN	Chipsang	Mon. 27th Sept at	noon.
TSINGTAU via S'hai	Yatsing	Wed. 28th Sept at	noon.
KOBE via Keelung	Hangsang	Thurs. 30th Sept at	noon.
STRAITS & Calcutta	Lalsang	Satur. 2nd Oct at	3 p.m.
TSINGTAU via S'hai	Fooksang	Wed. 6th Oct at	noon.
SANDAKAN	Mausang	Thurs. 7th Oct at	noon.
KOBE Yokohama Yokkaichi Kumsang	Sun. 10th Oct at		7 a.m.

For freight or passage apply to:—

JARDINE MATHESON & CO. LTD.
Telephone 215. Central. General Managers

LONDON SERVICE
"HELENUS" 21st Sept. Marseilles, London, R'dam & H'burg
"CALOHA" 5th Oct. Marseilles, London, R'dam & H'burg
"PATROCLUS" 20th Oct. Marseilles, London, R'dam & Glasgow
"RHEXENOR" 2nd Nov. Marseilles, London, R'dam & H'burg

LIVERPOOL SERVICE
"ATREUS" 20th Oct. Genoa, Havre & Liverpool
"TITAN" 19th Nov. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE
via KObE & YOKOHAMA.
"PHILOCTETES" 7th Oct. Victoria, Vancouver & Seattle.
"TYNDAREUS" 28th Oct. Victoria, Vancouver & Seattle.

NEW YORK SERVICE
"TEUGER" 22nd Oct. New York, Boston & Baltimore
"NINGHOW" 19th Nov. New York, Boston & Baltimore

PASSENGER SERVICE
"PATROCLUS" 20th Oct. Singapore, Marseilles & London.
"ANTENOR" 17th Nov. Singapore, Marseilles & London.
"HECTOR" 16th Dec. Singapore, Marseilles & London.
"ABNEAS" 11th Jan. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced rates.
For freight and passage rates and information apply to:—
Butterfield & Swire.
Agents.

CONSIGNEE NOTICES

OCEAN STEAM SHIP CO., LTD.

And
CHIN MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Company's Steamer,

"PATROCLUS"

From UNITED KINGDOM via
SINGAPORE.

are hereby notified that the cargo will be discharged into Hol's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Hol's Wharf. The Cargo will be ready for delivery from Godown on and after 16th September.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 22nd Sept. will be subject to rent. All Claims against the Steamer must be presented to the undersigned on or before the 5th October, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong September 15, 1926.

At the Congress of Esperanto held at Edinburgh at a special service in St. Giles' Cathedral all the acts of worship, praise, prayer and preaching were carried out in Esperanto. The manuscript of the Bible, translated for the first time into Esperanto, was dedicated by the Rev Dr. Graham Bailey, Reader in Asiatic Languages in the University of London.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF
LIFTING 100 TONS AT 70 FEET RADIUS.

TEL. ADDRESS: "TAIKOO DOCK" ENGINEERS.

TELEPHONE NO. 122.

CALL FLAG: "B" OVER "A" PIERHEAD

BUTTERFIELD & SWIRE, Agents

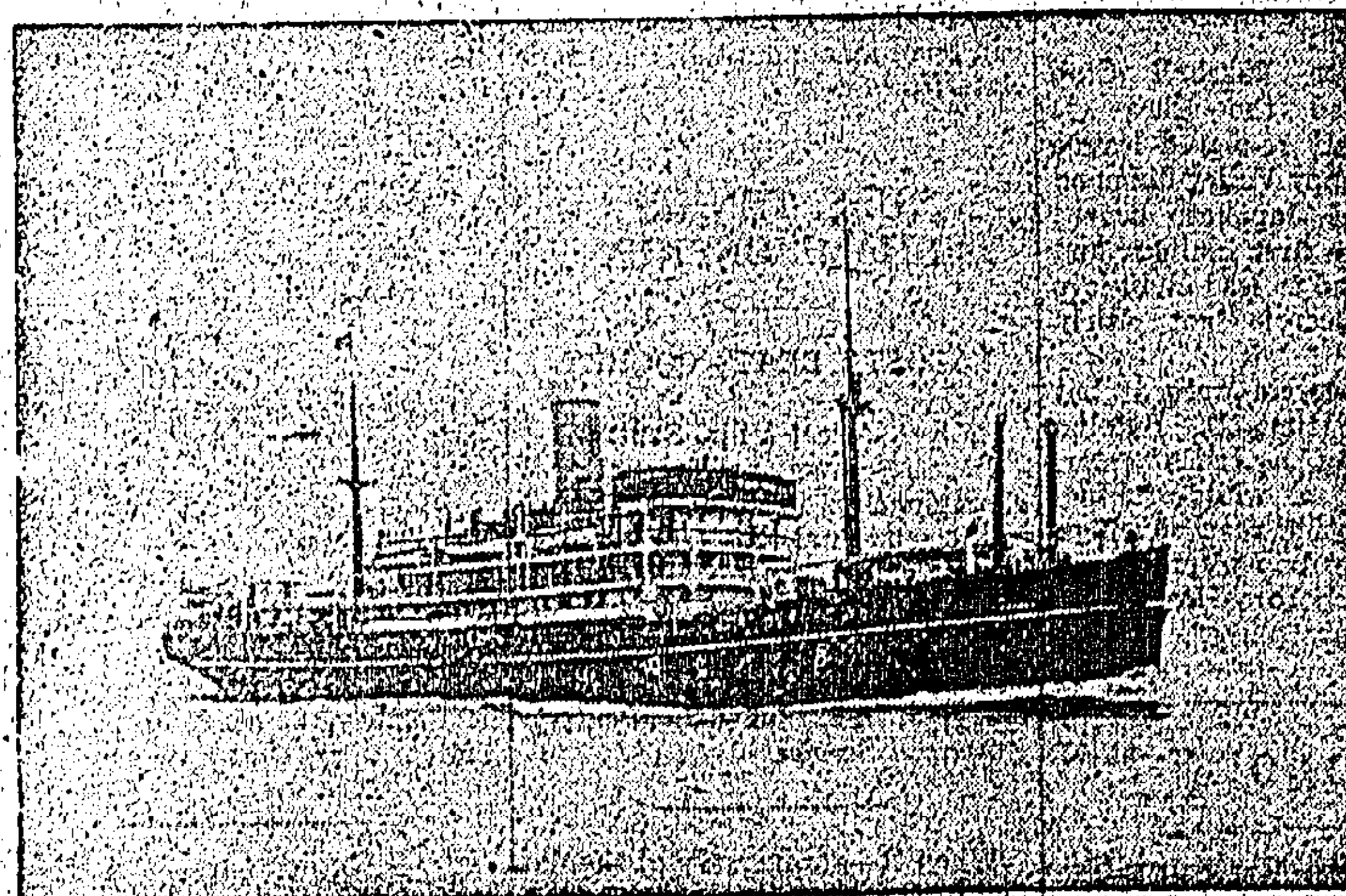
HONGKONG, CHINA & JAPAN.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG;

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins, Benson's Marine.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



S. S. "TAIPING"

Passenger and Cargo Vessel. Built and Engineered at the KOWLOON DOCK by THE HONGKONG & WHAMPOA DOCK CO., Ltd. to the order of the AUSTRALIAN-ORIENTAL LINE, Ltd. for Australian-Hongkong Service.

Please address enquiries to the Chief Manager:—

R. M. DYER, B. SC., M.I.N.A., Kowloon Dock, Hongkong.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hongkong (about)	Destination
MALWA	10,941	18 Sept. noon	Marseilles & London
KIDDERPORE	5,334	20th Sept.	S'pore, Pang O'bo & B'bay
NELLORE	6,853	29th Sept.	S'pore, Pang O'bo & B'bay
KASHGAR	9,005	2nd Oct.	M'les L'don, A'werp & Hull
JEYPORE	5,318	11th Oct.	S'pore, Pang O'bo & B'bay & Karachi
MOREA	10,918	16th Oct.	Marseilles & London
KHYBER	9,114	30th Oct.	M'les, L'don & A'werp
NYANZA	7,023	30th Oct.	S'pore, Pang O'bo & B'bay
MANTUA	10,902	13th Nov.	Marseilles & London
DEVANHA	8,155	25th Nov.	S'pore, Pang O'bo & B'bay
KARMA	9,128	27th Nov.	M'les, London Antwerp
MAEDONIA	11,039	11th Dec.	Marseilles & London
DELTA	8,097	23rd Dec.	S'pore, Pang O'bo & B'bay
KHIVA	9,135	25th Dec.	M'les L'don & Antwerp
MALWA	10,941	8th Jan.	Marseilles & London
KALYAN	9,144	22nd Jan.	M'les, L'don & A'werp
MOREA	10,918	5th Feb.	Marseilles & London
KASHGAR	9,005	19th Feb.	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrene, Smyrne and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TLAWA	10,006	21 Sept. 1 p.m.	S'pore, Penang & Calcutta
TALAMBA	8,108	28th Sept.	S'pore, Penang & Calcutta
SHIRALA	7,841	9th Oct.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	1st Oct.	Manila, Sandakan, Thurs.
ARAFURA	6,000	29th Oct.	Island, Townsville, B'hane.
*TANDA	6,956	2nd Dec.	Sydney and Melbourne.

*Calls at Kolambagan

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as indicated on offers.

Frequent connections from Australia with the following—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

SHIRALA	7,841	18 Sept. 6 a.m.	Amoy, Shanghai, Moji & Kobe
NYANZA	7,023	26th Sept.	Shanghai, Moji & Kobe
TALAMBA	10,006	26th Sept.	Moji, Kobe & Osaka
KHYBER	9,114	1st Oct.	Shanghai, Moji & Kobe
ARAFURA	6,000	5th Oct.	Moji, Kobe, Osaka & Yokohama
MANTUA	10,902	16th Oct.	Shanghai, Moji & Kobe
MIRZAPUR	6,715	23rd Oct.	Shanghai, Moji & Kobe
KARMA	9,128	29th Oct.	Shanghai, Moji & Kobe
DEVANHA	8,155	30th Oct.	Shanghai & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 21 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & Co., Agents.

P. & O. Bldg., Connaught Rd., C.

**SERVICES CONTRACTUELS.**

Mail Steamers	Next Sailings from Marseilles	Prob. arr. at Hkg and Sailing for S'hai & Japan	Prob. Sailing from H'kong for M'les.
ANGERS			28th Sept.
D'ARTAGNAN			12th Oct.
ANGKOR		28th Sept.	26th Oct.
PORRHOS		12th Oct.	9th Nov.
CHAMBER	24th Sept.	26th Oct.	23rd Nov.
PAUL LECAT	8th Oct.	10th Nov.	7th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctors' attendance)
A Class 1st Class £99.0.0 B Class 1st Class £85.0.0
Steamers 2nd Class £70.0.0 Steamers 2nd Class £61.0.0

Through Tickets to London and Loading Towns of Europe

Accommodation reserved in the trains at Marseilles.

LIGNES COMMERCIALES (CARGO-BEATS)

S.S. MIN from Dunkirk, L'don, Havre is due to arrive about 23rd September.

For full particulars apply to Messageries Maritimes Co.

Phone: Central 740 3, Queen's Building.

HOLLAND EAST ASIA LINE

OF THE
United Netherlands Navigation Company



Regular four-weekly service between Japan, Vladivostok, China, Hongkong, Manila, Singapore

AND

Genoa, Rotterdam, Amsterdam

Hamburg, Bremen and North

Continental Ports.

Arrivals From Europe.

S.S. OUDERKERK	20th September.
S.S. SIMALOR	18th October.
S.S. OLDEKERK	16th November.

Sailings for Genoa, R'dam, A'dam, Hamburg & Bremen.

S.S. OOSTERKERK	2nd October.
S.S. OUDERKERK	30th October.
S.S. SIMALOR	26th November.

All steamers have a limited accommodation for passengers.

For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN LIJN,

Tel. Central No. 4574. Agents, York Building

**SAILINGS SUBJECT TO ALTERATION.**

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
*SIBERIA MARU ... Tuesday, 21st Sept. at noon.
*TAIYO MARU ... Tuesday, 5th Oct.
*TENYO MARU ... Monday, 18th Oct.
*Omit Honolulu Calls Los Angeles

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico & Panama

ANYO MARU ... Friday, 5th Oct. at noon.
BOKUYO MARU ... Saturday, 27th Nov.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.
HAKUSAN MARU ... Saturday, 25th Sept.
KITANO MARU ... Saturday, 8th Oct.

SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU ... Wednesday, 22nd Sept.
AKI MARU ... Wednesday, 20th Oct.
MISHIMA MARU ... Wednesday, 24th Nov.

NEW YORK and/or BOSTON via PANAMA.
TOBO MARU ... Saturday, 2nd Oct.
LIBSON MARU ... Sunday, 17th Oct.

BURNES AIRES via Singapore, Durban & Cape Town.
KANAGAWA MARU ... Friday, 15th Oct.

BOMBAY via Singapore & Colombo.
PENANG MARU ... Thursday, 30th Sept.
TAMBA MARU ... Monday, 11th Oct.

CALCUTTA via Singapore, Penang & Rangoon.
GENOA MARU ... Tuesday, 21st Sept.

NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU ... Saturday, 16th Oct.

SHANGHAI, KOBE & YOKOHAMA.
TOTTORI MARU ... Monday, 20th Sept.
KAMO MARU ... Wednesday, 22nd Sept.

CSAKA MARU (Moji direct) ... Friday, 24th Sept.
AWA MARU (Kobe direct) ... Saturday, 2nd Oct.

For further information apply to: NIPPON YUSEN KAISHA.
Tel. Central Nos. 292, (private exchanges to all Depts.)

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.

S.S. "KENDAL CASTLE" Sails on or about 19th October.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

"A" Class £72. 10. 0d. "B" Class £66. 0. 0d.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

M.V. "VIMINALE" ... 5th October.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "FIUME L." ... 7th October.

M.V. "VIMINALE" ... 30th October.

NATAL LINE OF STEAMERS.

FROM CALCUTTA via RANGOON & COLOMBO.
S.S. "UMZUMBI" ... Sails from Calcutta 30th Sept.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. S. STRAITS CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong.	Vessel	Leaves Hongkong.
GLENSHANE	5th October.	GLENOGLE	Noon 22nd Sept
CARMARTHENSHIRE	16th Oct.	L'don, R'dam & H'burg via Oran.	
GLENBEG	28th October.	GLENGARRY	20th October
GLENSANDA	14th November.	L'don, R'dam & H'burg via Oran.	
GLENTARA	28th November.		

Movements are subject to change without notice.

For freight or further particulars please apply to:

Jardine, Matheson & Co., Ltd.

Agents The Glen Line, Ltd.

Telephone: Central No. 215; sub-ex. 23 and 3696.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 A.M. (Sundays Excepted).

Sailings from Canton: Daily, at 8 A.M. (Mondays excepted)

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. daily. (Sundays: 10 A.M. only).

FROM MACAO: 8 A.M. and 2 P.M. daily. (Sundays: 5.30 P.M. only).

On Saturday 18th Instant s.s. "KINSHAN" leaves Hongkong at 4 P.M. instead of 2 P.M. s.s. "TAISHAN" leaves Macao at 3 P.M. instead of 2 P.M.

SUNDAY EXCURSION.

On Sunday 19th September s.s. "TAISHAN" will depart from the Company's Wing Lok Street Wharf at 10 A.M. and from Macao at 3.30 P.M. arriving at Hongkong about 9 P.M.

SPECIAL TARIFF.

Time. \$1.50. Dinner. \$1.75.

Above sailings are subjected to weather conditions, and intending passengers are requested to communicate with the office, whenever any of the typhoon signals are hoisted.

CONSIGNEE NOTICES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO, ANTWERP, LONDON & STRAITS. The Steamship,

"BENMOHR."

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to sale.

All claims against the steamer must be presented to the Underigned on or before the 4th October, 1926, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by:

GIBB, LIVINGSTON & CO., LTD.

Hongkong, September 13, 1926.

STRIKER CREATES TROUBLE.**LOYAL WORKER THREATENED.**

Before Mr. J. H. B. Nihill at the Kowloon Magistracy yesterday afternoon, an unemployed Chinese was charged with demanding the sum of \$10 from a former fellow workman, it being alleged by the prosecution that the defendant attempted to obtain the money by means of threats.

Mr. J. M. Remedios appeared for the prosecution, the defendant being unrepresented.

Prior to dealing with the facts of the alleged incident, Mr. Remedios said that he would take his Worship back to an occurrence of some time ago. Both the complainant and the defendant were then engaged by the Wing Cheong Hing firm, of Kowloon City, in the capacities of foks.

Prior to the strike of June 23, 1925, the defendant occupied the position of foreman in the firm, but on the outbreak of hostilities the defendant left and the complainant was put in his place in October. The defendant returned on December 10, and asked to be reinstated. The master was willing to re-employ the defendant provided he became the complainant's assistant. After some discussion the position was accepted.

All went well until the end of January, when the defendant asked the complainant if he would like a similar position in another firm. The complainant refused the offer, remarking that he was satisfied with his present occupation.

Defendant. Trapped. Sometime in February, for certain reasons which he (Mr. Remedios) would not mention in Court as the master was at present in Macao and could not be called, the defendant was dismissed and after that he frequently came to the firm. On one occasion he borrowed \$3 from the complainant, and went repeatedly for further loans.

On August 31 at about 7 p.m. the defendant with three others, went to the godown of the Wing Cheong Hing firm and demanded \$10 from the complainant, who refused to pay any money to the defendant. The complainant reported the matter to his master and asked for a loan, but was advised to inform the Police.

A trap was eventually set by the police and on September 2, two marked \$5 bills were handed to a detective who accompanied the complainant to a restaurant. The defendant duly arrived according to an arrangement previously made, and the money was handed to him. He was then arrested by the detective.

On the conclusion of the case, his Worship found that there was insufficient evidence of menaces and merely ordered the defendant to sign a personal bond to be of good behaviour for the period of one year.

CHINA INLAND MISSION.**UNDETERRED BY UNSETTLED CONDITIONS.**

London, Sept. 17. The China Inland Mission, notwithstanding the unsettled conditions, is sending out from England this month a detachment of forty-one helpers, including seventeen recruits.—Reuter.

THE BANK LINE, LTD.

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE (ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF EVANSVILLE" Suez Canal From H'kong 24th Sept.

S.S. "CITY OF BATH" Suez Canal From H'kong 8th Oct.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE SERVICE (Andrew Weir & Co., London)

Sailing From Hongkong.

M.V. "SPRINGBANK" via Suez Canal 30th September.

AMERICAN & ORIENTAL LINE

UNITED KINGDOM & CONTINENT "ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

For Marseilles, Havre, London, & Hamburg From Hongkong.

S.S. "CITY OF RANGOON" 24th October.

Fares to London "A" 1st Class £88. 2nd Class £60.

"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

S.S. "STEAMER" From Hongkong October.

Loading for Mauritius, Delagoa Bay, Durban East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.

Through Bills of Lading issued to Beria, Oullimaine, Iuo, Port Amelia, Mozambique, Chinde, Imhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

AUSTRAL-EAST INDIES LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City of Palermo" or "Malatian" to Java, Freemantle, Adelaide, Melbourne and Sydney, and Vice Versa, Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For freight or passage on any of the above lines, apply to:

THE BANK LINE LTD.

Telephone C. 4791.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the "BLUE FUNNEL LINE" (Ocean S. S. Co., Ltd., & China Mutual S. N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. "CITY OF EVANSVILLE" via Suez Canal 24th Sept.

S.S. "CITY OF BATH" via Suez Canal 8th Oct.

S.S. "TEUCER" via Suez Canal 22nd Oct.

S.S. "CITY OF BARODA" via Suez Canal 5th Nov.

Steamers proceed via Suez Canal or Panama Canal, at Owners option Subject to change without notice.

For Freight and particulars apply to:

BUTTERFIELD & SWIRE & THE BANK LINE, LD. HONGKONG.

VIVA-TONAL

COLUMBIA

THE BEST OF ALL

New Style Gramophones

Like Life Itself

The Anderson Music Co., Ltd.
ST. GEORGE'S BLDG., 102 HOUSE ST.
TELEPHONE C. 1322.

J. ULLMANN & Co.

ALEXANDRA BUILDING

CHATER ROAD.

Watch Manufacturers & Jewellers.

Baccarat Glass,

Fancy Goods.

HOTELS.

THE HONGKONG

HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."

AND

SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;
KALEE HOTEL; MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."

HOTELS.

LIMITED.

In association with the Grand Hotel.
Des Wagons Lite, Peking.

KING EDWARD HOTEL.

CENTRAL LOCATION

ELECTRIC LIGHTS AND LIGHTING,

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS

Telephone Central 373. Telegraphic Address "VICTORIA."

KOWLOON HOTEL.

The Premier Hotel in Kowloon.

This First Class Residential and Tourist Hotel provides the same of comfort and service for its guests.
Six stories of up to date elegantly furnished airy rooms with latest sanitary appliances.
Excellent cuisine under supervision of experienced Chef.

First Class Billiard Room and Saloon Bar.

Electric Lift and Telephones to each floor.

Special Rates for Families.

Monthly and Daily Rates at moderate terms.

Under new and progressive management.

Tel. K. 509 & K. 60. Telegraphic Address: "KOWLOON" HONGKONG.

THE EUROPE HOTEL.

SINGAPORE.

Terms:—A la carte or Inclusive.

Telephone in every room.

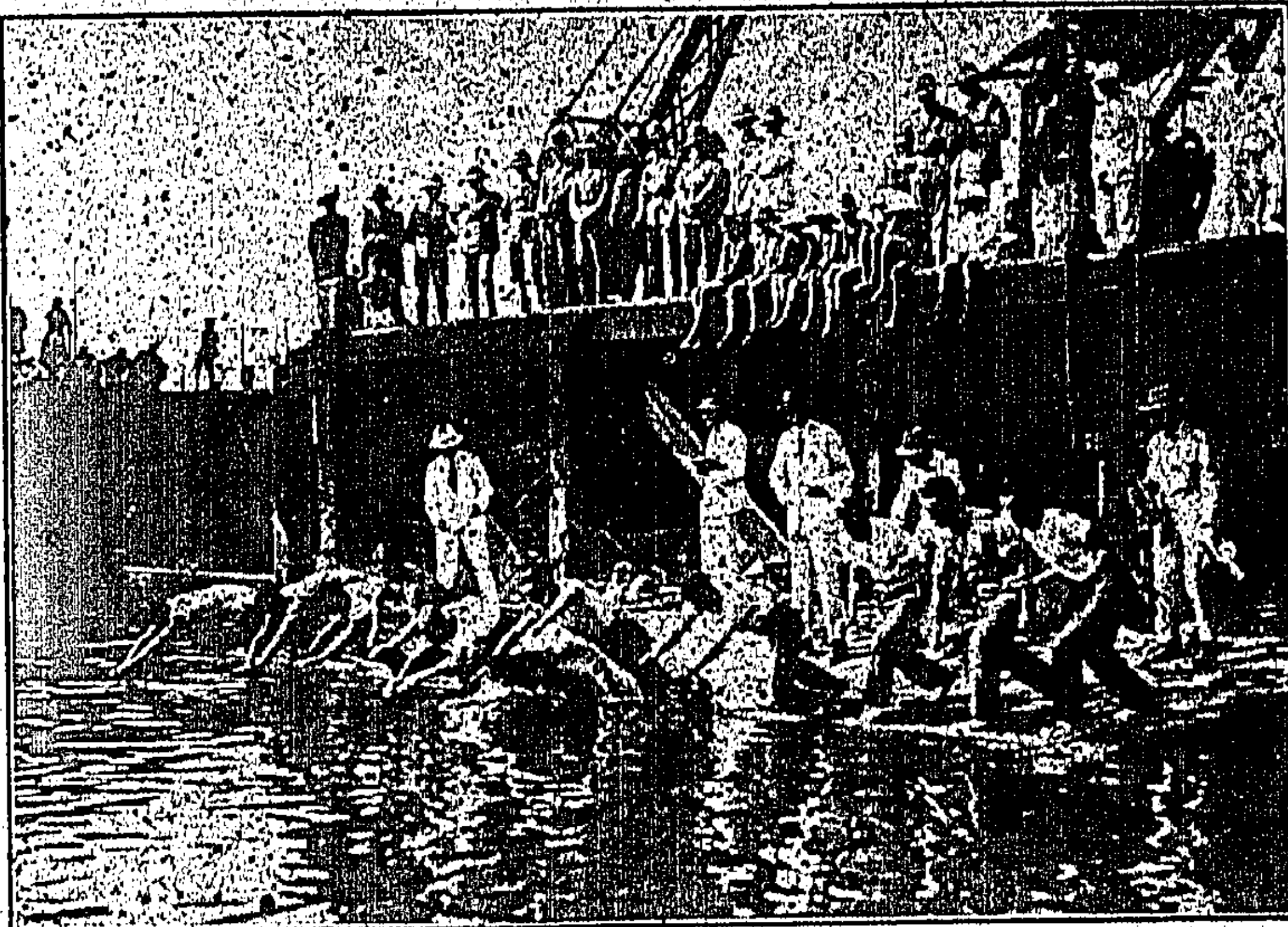
After-dinner dancing every Tuesday,

Thursday and Saturday.

GRILL ROOM

Telegrams "Europa Singapore" ARTHUR E. ODELL,
Telephone 2740. Managing Director.Tel. Address: GLENEALY HOTEL, Telephone C. 980.
"Glenealy" Hongkong. 3 & 4, Glenealy. (Near Dairy Farm).
A first class Residential and Tourist Hotel. Splendidly situated with easy walking distance of all business centres. Large airy rooms. Hot and Cold water. Excellent Cuisine under the personal supervision of the Proprietress. Monthly and family rates at moderate terms.
For further particulars apply to: MRS. FREDERICKS, Proprietress.

LOCAL ARTILLERYMEN'S AQUATICS.



The start of one of the events in the Hongkong-Singapore Royal Artillery aquatic sports, held at the R.A.S.C. Camber on Wednesday. (Photo: Mee Cheung).

HANKOW'S FALL.

(Continued From Page 1.)

ganised into the 3rd Division of the Independent Army. Gen. Liu himself has been appointed Commander-in-Chief of the Public Peace Corps. He has issued the following proclamation:—

"Hankow has a population of several million and it is imperative that peace and order must be always preserved. As a result of the Revolution, the city was devastated in 1911. For the succeeding fifteen years, fighting has never actually ceased. This year the people have been suffering from famine and then from floods. Their suffering will be increased if further fighting be allowed. It is most unfortunate that Wu-chang and Hanyang have been war-stricken. I, the Kung An Commander-in-Chief, maintaining the policy of protecting the people of my own province, cannot bear to see the people suffer and have therefore taken steps to avoid the war being fought here. The people are requested to carry on their business as usual. Mischief makers will be executed on the spot where they are arrested. This order is issued. Let everyone obey."
(Signed) Liu Tso-Lung."

RED CHIEF'S PROCLAMATION.

General Lo Liang-pin, Commander of the Hupoh Revolutionary Forces, issued the following proclamation in Hanyang and Hankow:—

"The object of our expedition is for the protection of the people and the extermination of the aggressors and traitors. We are attempting to reach our ultimate goal under the guidance of the Three People Doctrine and will keep strict discipline over our troops. The people will not be disturbed in any way and are asked to co-operate with our forces in preserving the local peace."
(Signed) Lo Liang Pin."

WU'S PRISONERS RELEASED.

About a week previously, the allied military authorities, acting upon an order of Marshall Wu, arrested 37 employees of the Siang Ao (Hunan-Hupoh) Printing Office for having printed Kuomintang handbills. These men have been held at the Ja Kia Tun Headquarters and were set free by order of Gen. Chiang Kai-shek.

WAR CLAIMS.

U.S. AND BRITISH NAVIES CONFER.

London, Sept. 17.

A United States' commission has arrived to discuss with the Admiralty the adjustment of outstanding claims arising from the operations of the United States' and British navies in the war.

It is understood that several million dollars are involved in the adjustment which is expected to show a substantial balance due to the British authorities. The negotiations will last several months.
—Router.

Prince Arfa will represent Persia at the forthcoming meeting of the League Assembly.

COAL PARLEY.

(Continued From Page 1.)

resumed, we shall submit these proposals to Parliament in the form of a Bill."

THE PROPOSALS.

The enclosed memorandum proposed, firstly, that as soon as there has been a general resumption of work through the provisional settlements arrived at by local negotiations the Government will pass an Act of Parliament setting up a National Arbitration Tribunal unless the earlier conclusion of a national agreement renders it unnecessary. Secondly, either party to the provisional settlement which provides for working more than the old hours may refer to the Tribunal for a review of any matter dealt with by such settlement, being matter of a kind which up to July, 1925, was customarily dealt with by national settlements. Thirdly, the Tribunal shall confirm or modify a provisional settlement in respect of the matter referred to it, and, as from a date to be fixed by the tribunal, every man affected by an award and employed in any pit which works more than the old hours will be entitled by the last to receive wages in accordance with the decision.
—British Wireless.

"It is a disgrace that a man who has done so well should be in this position," said Judge Sir Thomas Granger at Greenwich, when Frederick Hide, who fought at Zeebrugge, was sued by the L.C.C. for rent on account of unemployment. His Honour made a public appeal that the man might be found a berth.

STOLEN MONEY.

EMPLOYEE SUSPECTED.

Ngnau Iuchi, an accountant of the Tungking Manure Company, No. 36, Wing Lok Street, has reported to the police the theft of \$2,177 from the Company.

The money, which was in Hongkong and Shanghai Bank notes, disappeared from a safe in the offices some time between the hours of 7.30 and 11.30 last night, during the accountant's absence. An employee is suspected.

MOTHER'S LAST KISS.

11,500 MILES TO SEE SON.

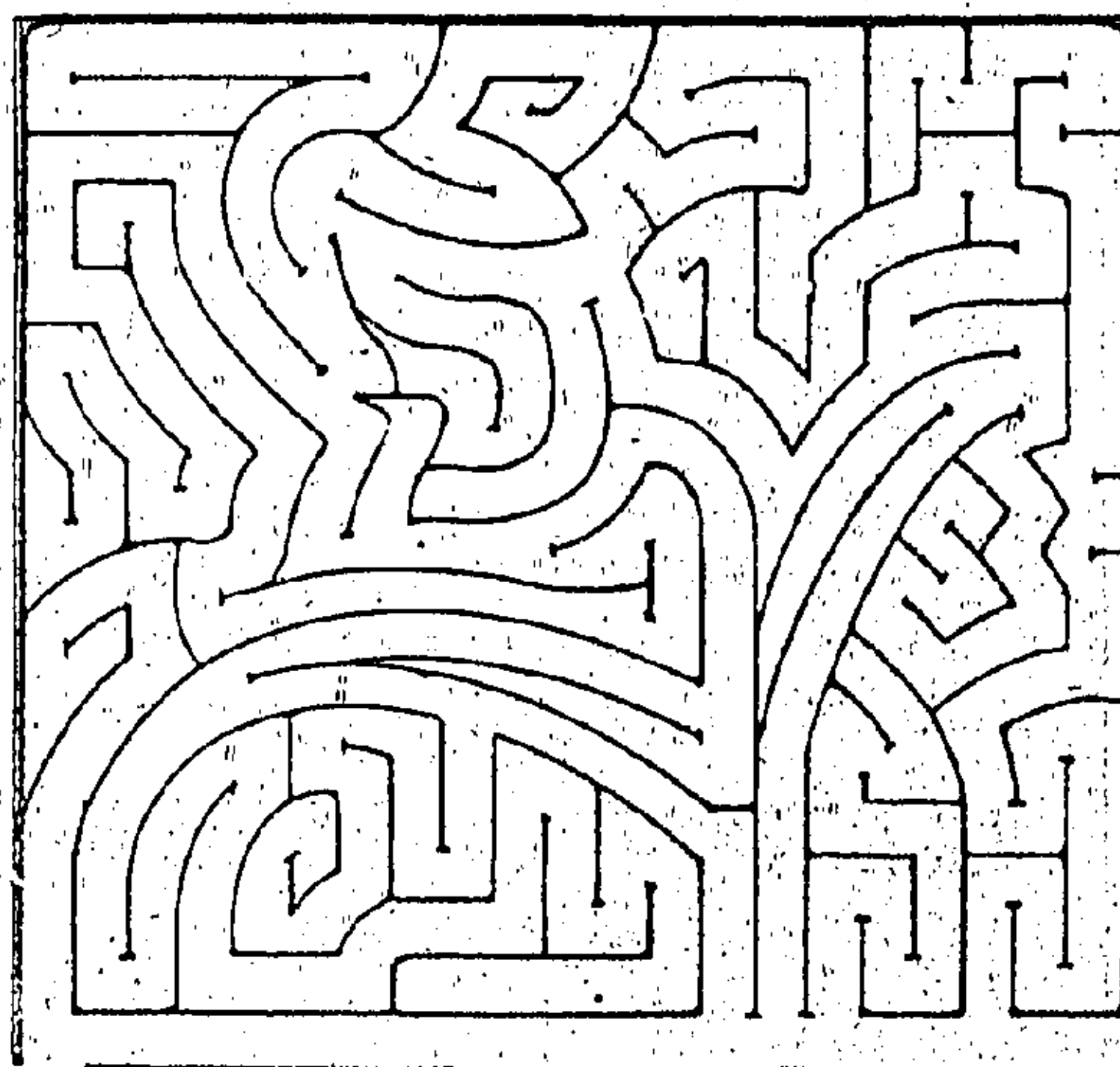
Mrs. Catherine Beech Marsden, aged 62, who had travelled 11,500 miles from New Zealand to meet her son she had not seen for 15 years, collapsed and died on the quayside at Southampton after embracing him.

Mrs. Marsden, who was accompanied by her husband, Mr. Joseph Marsden, farmer, of Ashburton, Canterbury, New Zealand, travelled in the liner Arawa. During the voyage she was ill and was attended by the ship's surgeon, who thought she would not stand the journey.

Mr. Albert Edward Marsden, her son who is an instructor of aircraft attached to the Air Ministry living at Poynton, Cheshire, was waiting on the quayside to greet her. Within a few minutes mother and son were in a happy embrace. Ten minutes afterwards Mrs. Marsden was dead. After being carried ashore by a steward and assisted into her son's motor-car she collapsed and died before medical aid could be given.

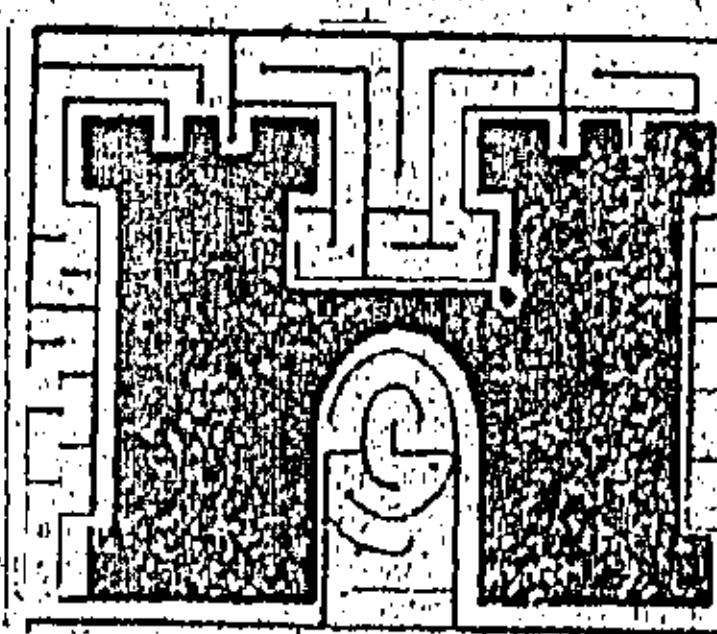
THE MYSTIC MAZE

By WALTER R. GIBSON



A picture is concealed in the twistings and turnings of this mystic maze. Take a pencil and try to find your way through. If you discover the proper path, it will lead you on a long course through the maze, and will finally bring you back where you started. The correct path is open all the way through; you will not have to retrace your moves until you finally come back to the starting point.

When you have traced the correct course through the maze, the line that you have drawn will form the outline of a picture. Fill in the outline with your pencil, and you will have a perfect silhouette of the hidden picture. Watch for the answer and a new Mystic Maze Puzzle Picture next Saturday.



Last Week's Hidden Picture—The Castle.

Entertainments.

LAST TIMES

TO-DAY AT

2.30, 5.15, 7.15 & 9.15, p.m.

POLA NEGRI

in

THE SPANISH DANCER

TO-DAY ONLY

WORLD

TO-DAY ONLY

ANITA STEWART

and an all Star Cast in

THE GREAT WHITE WAY

Starting TO-MORROW

JACKIE COOGAN

in

OLIVER TWIST

STAR

CONTINUOUS
5.30 to 11.15 p.m.

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CAMILLE

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Steamship Tickets to all parts of the World.

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THE AMERICAN EXPRESS CO., LTD.

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Phone C.4625.

SEARCH FOR "PEP" IN AMERICA.

LONDON ASSISTANTS OFF TO NEW YORK.

Fifty shop assistants and department heads from Selfridge's sailed from Southampton in the Cunard liner Tuscania for New York to see how their cousins in America stores deal with bargain hunters.

They are anxious to know, for instance, if there is as much "pep" in proceedings at a Wanamaker sale as will be found in the famous London stores at sale time. Views on salesmanship, buying, staff management, and advertising will be exchanged with experts at such famous stores as Wanamaker's, in New York, Marshall Field in Chicago, and Filene's in Boston. Visits to numerous pleasure resorts, including Niagara, will be made. The party is representative of all ranks, from beginners to experts of departments earning £1,000 a year. Many of its members had never been in a liner before. Extra leave has been granted by Mr. Selfridge to enable the party to spend a month in America.

ABOLITION OF EGYPTIAN LEGATION.

FOR ECONOMIC REASONS.

London, Aug. 15. Cairo.—The wholesale abolition of Egyptian legations and consulates abroad is voted by Parliament as a measure of economy.

Spain, Sweden, Switzerland, Brazil, Belgium, Holland, Czechoslovakia and Rumania are affected by this.

The Foreign Minister opposed the abolition of the Spanish Legation, but the Chairman of the Parliamentary Commission which proposed the whole matter said he did not agree with the Minister in this connection.

When I asked the youngest member, a girl of nineteen, in the confectionery department, of possible language difficulties, she replied confidently, "Oh, that will be all right; we have been swotting Americanisms for weeks past. We will sure be careful when we reach New York."

Printed and Published for the Proprietor by FREDERICK PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria, Hongkong.